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Hongkong Daily Press.

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Manager - RALPH A. COOPER, M.A.C.O.
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Society of Opticians
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No. 21,897 號第拾玖百捌千壹第 日五初月捌辰戊 HONG KONG, TUESDAY, SEPTEMBER 18th, 1928. 式拜禮 日捌拾月九年八廿百九千壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS											
STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
Kowloon	8.40	8.05	8.30	8.55	9.20	9.45	10.00	10.25	10.50	11.15	11.40
Yuennei	8.49	8.14	8.39	9.04	9.29	9.54	10.19	10.44	11.09	11.34	11.59
Shatin	7.11	7.36	7.61	7.86	8.11	8.36	8.61	8.86	9.11	9.36	9.61
Tai Po Market	7.20	7.45	7.70	7.95	8.20	8.45	8.70	8.95	9.20	9.45	9.70
Tai Po	7.30	7.55	8.20	8.45	8.70	8.95	9.20	9.45	9.70	9.95	10.20
Shatin	7.40	8.05	8.30	8.55	9.10	9.35	9.60	9.85	10.10	10.35	10.60
Shenzhen	7.50	8.15	8.40	8.65	8.90	9.15	9.40	9.65	9.90	10.15	10.40
Canton	7.55	8.20	8.45	8.70	8.95	9.20	9.45	9.70	9.95	10.20	10.45
DOWN TRAINS											
STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
Canton	8.05	8.30	8.55	9.20	9.45	9.70	9.95	10.20	10.45	10.70	10.95
Shenzhen	8.15	8.40	8.65	8.90	9.15	9.40	9.65	9.90	10.15	10.40	10.65
Shatin	8.25	8.50	9.15	9.40	9.65	9.90	10.15	10.40	10.65	10.90	11.15
Tai Po	8.35	9.00	9.25	9.50	9.75	10.00	10.25	10.50	10.75	11.00	11.25
Tai Po Market	8.45	9.10	9.35	9.60	9.85	10.10	10.35	10.60	10.85	11.10	11.35
Shatin	8.55	9.20	9.45	9.70	9.95	10.20	10.45	10.70	10.95	11.20	11.45
Yuennei	9.05	9.30	9.55	10.20	10.45	10.70	10.95	11.20	11.45	11.70	11.95
Kowloon	9.15	9.40	9.65	9.90	10.15	10.40	10.65	10.90	11.15	11.40	11.65

Q=Sunday and Public Holiday Only.

W=First Class Only.

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R. BAKER, Manager.

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SECOND LARGEST IN THE WORLD.

THE "RIOT"

MARVELLOUS FEAT OF ENGINEERING.

CARDINGTON, August 23rd.

Non-inflammable fuel, stainless steel girders, and aero engines cooled by steam instead of water, are among the more remarkable features of the new airship *R101*, which I was able to inspect at the Government works here this afternoon, writes the aeronautical correspondent of the *London Morning Post*.

Whatever views may be held upon the future of large rigid airships, there can be no question that the *R101* is one of the most wonderful engineering feats ever accomplished. The complexity of the design work alone is probably unequalled in any other branch of engineering. Two thousand seven hundred drawings and about 30,000 blue prints had to be prepared. This is about three times the number required for an Atlantic liner, and is a measure of the complexity of the work.

From these drawings, in which every bolt and rivet is shown, a metal skeleton with a spine 72ft. 3in. long is being bodied forth. Eight out of ten of the transverse frames, or, as it were, the ribs of this giant are already in place. Every part looks as fragile as paper, but coheres marvellously to its fellow and helps to form a 50-ton rigid framework.

Crew of 50: 100 Passengers. Sixteen gas bags will fill this framework and lift a crew of 50 and 100 passengers. These passengers will be accommodated on two decks.

The upper deck will carry a lounge with promenades on either side, from which passengers will be able to obtain an outward view through windows in the outer cover. This deck will also carry a separate dining-room for 50 people and a number of two-berth sleeping cabins.

The lower deck will carry the captain's control room, and beneath this a control car which projects outside the envelope. The kitchen with its electrical cooking arrangements will be located on the lower deck, and a small lift will communicate between this and the dining-room.

The lower deck will also carry a smoking room, lavatories, crew's quarters, and a ventilating chamber which will allow the temperature of the passengers' compartments to be controlled.

The engines of the airship will be carried in five independent power cars, each self-contained. One of these cars, containing one of the special new 650 h.p. Diesel engines, was on view to-day. The engine was being run for demonstration purposes.

Non-Inflammable Fuel.

The fuel used for these Diesel engines is of a kind which, it is claimed, virtually eliminates the risk of fire except in a crash.

To show the non-inflammable quality of the fuel, a quantity of petrol was set fire to and some of the Diesel fuel was thrown on the flames. The flames were immediately extinguished.

The engine is so arranged that, instead of circulating water through the radiator steam only passes. This enables the radiator to be placed at any convenient distance from the car without involving the prohibitive weight, which is inevitable if radiator and connecting pipes are filled with water.

The power cars are sufficiently large to allow the mechanic easy access to any part of the engine.

The *R101* will be the second largest airship in the world. She has a gas capacity of 5,000,000 cubic feet, whereas the capacity of *R100* is 5,250,000 cubic feet.

R101 is, however, longer than *R100*, although slightly shorter than the new German airship which, it is expected, will be finished next week. The German vessel has a length of 770ft.

R100 and *R101* are the two airships being built under the Government scheme announced in May, 1924. Originally they were to have been ready last September, but various delays have occurred and *R100* is not expected to start her trial until next October, while *R101* will not be flying until early next year.

USHER SOLVES A CHINESE PUZZLE.

"MATCH" FOR A SILENT WITNESS.

"What is your religion?" asked Mr. Clarke Hall, magistrate at Old-street Police Court, on August 22nd, when a Chinese entered the witness-box to give evidence in a case.

The Chinese looked blank and made no reply. The question was repeated, but he remained silent. A usher then stepped forward and, placing his mouth close to the ear of the Chinese, he demanded in stentorian tones, "Are you Church of England, or what?"

The Chinese looked startled and jerked out the one word, "Confucius."

The magistrate: I see. He is a follower of Confucius. Then I suppose a saucer will have to be broken.

The usher suggested that it would be sufficient if a light were blown out.

"More Economical."

"Excellent," said Mr. Clarke Hall, "that is much more economical than smashing crockery."

The usher struck a match and held it in front of the face of the Chinese.

"Go on, blow this out," he commanded. The Chinese smiled, but made no motion.

The usher waited until the flame had almost burned down to his fingers. Then he thrust it suddenly to within a few inches of the man's nose.

"Blow it out!" he roared.

The Chinese obeyed instantly and then at the dictation of the usher he repeated the words of the prescribed oath.

Subsequently, under the watchful eye of the usher, the Chinese gave his evidence satisfactorily.

KEMAL AND AMANULLAH'S SISTER.

SUGGESTED MARRIAGE.

CALCUTTA. Mustapha Kemal Pasha, the President of Turkey, has asked for the hand of the Princess Kubra Jan, the youngest sister of King Amanullah of Afghanistan, according to reports received here from Peshawar.

King Amanullah is understood to have sent an invitation to Kemal to visit Kabul to discuss the matter.

British United Press.

The Princess Kubra Jan is a slim, olive-skinned girl of 21 years, who speaks excellent English. She was educated in Paris and visited London with King Amanullah this year. She is bobbed and wears pince-nez.

Mustapha Kemal Pasha met his former wife when entering Smyrna after his victories over the Greeks in Asia Minor.

He saw the face of a young girl at a window. She was Latife Hanoum, the 19-years-old daughter of a wealthy merchant, who had received part of her education at Chislehurst, in Kent. He fell in love and proposed marriage.

The wedding took place soon afterwards. In August 1923 Latife was divorced. Kemal issuing his own decree. No reasons were given.

MISS DOLORES DEL RIO.

EXCITED AT VISIT TO LONDON.

LONDON, Aug. 24th. Miss Dolores del Rio, the Mexican film star, arrived at Plymouth from New York yesterday.

She told a reporter that she had come to tour the whole of Europe on a holiday of sorts, but that at the same time she would be working.

"I am going to travel round in the little country villages and in the slums of your big cities," she said, "getting to know the types which on the films I myself have to represent."

"I am terribly excited at the idea of seeing London—I have heard so much about it. I shall stay about a week in London and then fly to Paris. Afterwards who knows where I shall go!"

"I am not going to make any pictures over here, but, of course, I may visit some of your studios." Although Miss del Rio said that she had only been a year out of Mexico, she speaks both English and French almost perfectly.

DIARY OF EVENTS.

To-day. (September 18th.)

Sanitary Board Meeting, 4.15 p.m.

Queen's Theatre: "Chang."

World Theatre: "The Birth of a Nation."

Star Theatre: "Are Parents People?"

Tea Dance: H.K. Hotel, 4.30 p.m.

Principal Mail:—Outward: Europe via Marseilles (Aldrich), 2.30 p.m.; Europe via San Francisco and Europe via Siberia (Shangha Maru), 10.30 a.m.

Wednesday. (September 19th.)

Seamen's Institute Whist Drive. Hong Kong Rope Manufacturing Co., Ltd.: Extraordinary General Meeting, 11 a.m.

Queen's Theatre: "Chang."

World Theatre: "The Birth of a Nation."

Star Theatre: "Are Parents People?"

Thursday. (September 20th.)

Presentation of Medals to St. John Ambulance Brigade at Government House, 6 p.m.

Annual Meeting Hong Kong Boxing Association, 5.30 p.m.

Violin Recital by Cecilia Hansen, Theatre Royal, 9.15 p.m.

Queen's Theatre: "Chang."

World Theatre: "The Birth of a Nation."

Star Theatre: "The Third Degree."

Tea Dance: H.K. Hotel, 4.30 p.m.

Friday. (September 21st.)

Christian Fellowship Meeting. Helena May Institute, 10.30 a.m.

South China Command Aquatic Sports at V.R.C., 2 p.m. (first day).

Queen's Theatre: "Chang."

World Theatre: "The Birth of a Nation."

Star Theatre: "The Third Degree."

Tea Dance: H.K. Hotel, 4.30 p.m.

Principal Mail:—Outward: Europe via Marseilles (Suwa Maru), 9.30 a.m.; Europe via Siberia (Shantung), 8 p.m.

Saturday. (September 22nd.)

South China Command Aquatic Sports at V.R.C., 2 p.m. (second day).

Lawn Bowls:—Division II: Club de Recreio "B" v. Civil Service, Kowloon C.C. v. Yacht Club, Tai Koo v. Recreio "A."

Chinese Recreation Club "At Home."

Queen's Theatre: "Chang."

World Theatre: "The Birth of a Nation."

Star Theatre: "The Third Degree."

Tea Dance: H.K. Hotel, 4.30 p.m.

Principal Mail:—Outward: Europe via Marseilles (Athos II.), 2.30 p.m.

Sunday. (September 23rd.)

18th Sunday after Trinity. Tea Dance: H.K. Hotel, 4.30 p.m.

Monday. (September 24th.)

Annual Meeting, Kowloon Football Club, 6 p.m.

Tea Dance: H.K. Hotel, 4.30 p.m.

Tuesday. (September 25th.)

Tea Dance: H.K. Hotel, 4.30 p.m.

Principal Mail:—Outward: Europe via Marseilles (Athos II.), 2.30 p.m.

£3,000 FOR £2 10s.

THIRD BRITISH WIN AT LE TOUQUET IN A WEEK.

Le Touquet, Aug. 23rd.

A British couple playing baccarat at the Casino last night as partners started a bank with £2 10s.

The bank ran for twenty-two times without losing, which is a record. It is estimated that the couple won more than £3,000.

This is the third remarkable run of luck for British gamblers at the Le Touquet casino within a week. A report from Le Touquet on August 20 stated that Miss King and Miss Barron, of London, won more than £1,000 after starting with a stake of £4.

It was reported on August 22nd that Mrs. Thomas Marston, of Toronto, Canada, who started at the Le Touquet tables with a capital of £10, ran a number of winning banks, and then started one of £20 from which she won £2,400.

THE HONGKONG

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Each Collection contains sufficient Seeds for One Season's Requirements, according to the Size of the Garden.

Collection of Flower Seeds only... \$5, \$7, \$12.

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Collection of Flower and Vegetable Seeds including both... \$5, \$7, \$12.

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106

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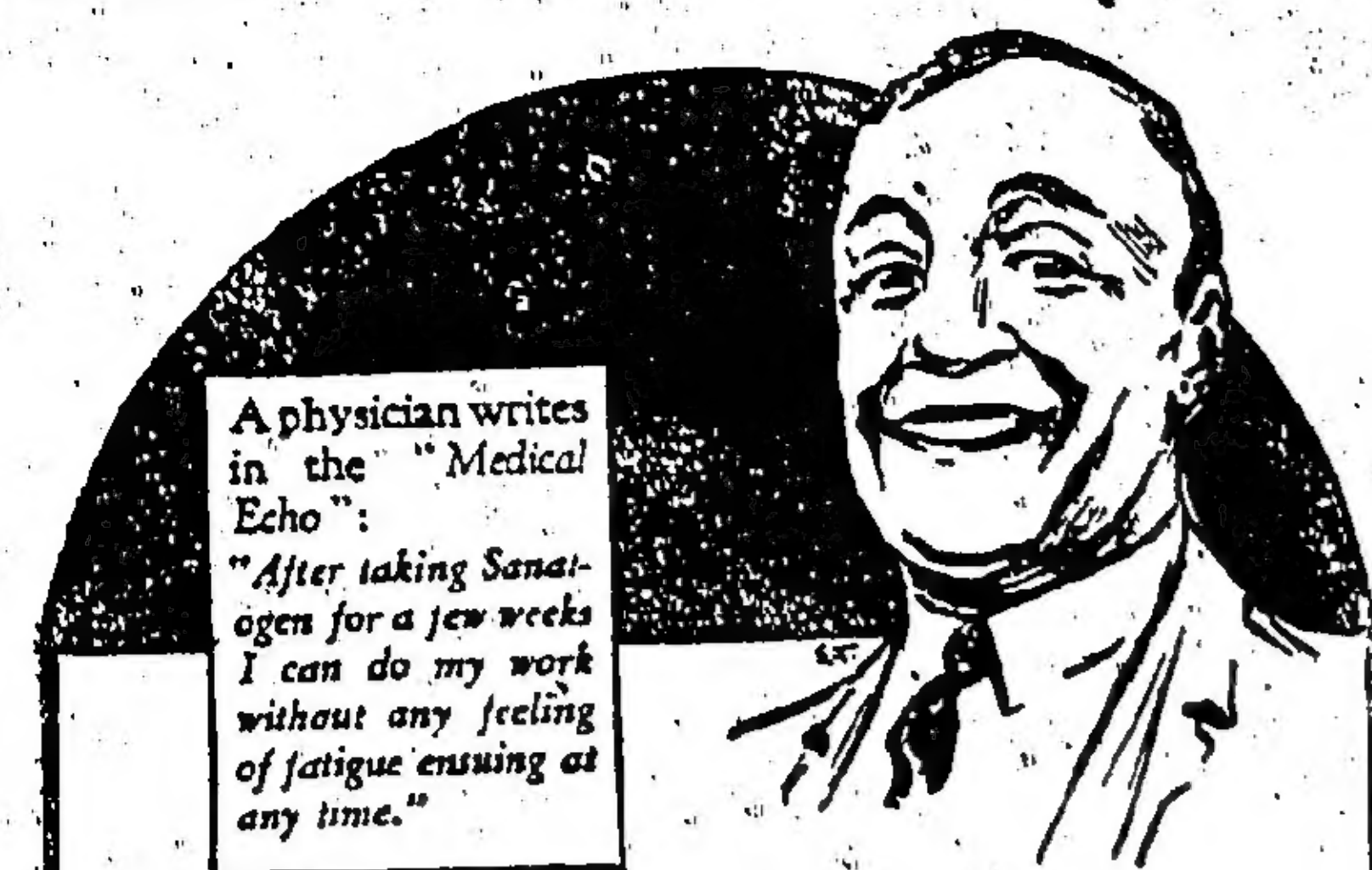
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A physician writes in the "Medical Echo":
"After taking Sanatogen for a few weeks I can do my work without any feeling of fatigue ensuing at any time."

Hullo! how are you?

Mr. Cosmo Hamilton, the well-known novelist and dramatist, writes:

"Sanatogen gives me the energy to do twice as much work, twice as well. It is to the brain and nerves what petrol is to the engine."

"Great, feeling fine! Things really might be better—but life is not so bad after all."

"You have changed! The other day you told me a different story."

"Oh that! Yes! I didn't feel so well a few weeks ago. I felt pretty bad—nervous, no appetite and so on. But Sanatogen made a wonderful difference. In a few weeks' time all the old energy came back. It's a glorious thing to be thoroughly healthy, in fact, it makes you feel young again."

Sanatogen infuses into the cells of blood and nerves exactly those elements—phosphorus and albumin—from which bodily health and nerve-strength are derived.

In the Medical Echo of Jan. 1926, a physician describes how he tested Sanatogen on 5 medical students:

"In a fortnight their physical and mental energy increased by an average of 25%. Some of their comments on Sanatogen were amusing, such as: 'A real fog-lifter—' 'Lyan-jigger'—and 'a real grey-matter tonic.'"

SANATOGEN

The True Tonic-Food

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Best Remedy for Poor Appetite, Deficient Digestion and Disorderly Stomach.

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Bill Lucas' Dance-O-Patrons Band of Jazz Musicians will provide you with the latest dance music. Open for engagements at anytime. Write or phone, always there. Phone CENTRAL 938, or write to "MIGNON", 213, WINGAT ROAD.

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THEATRE ROYAL

THURSDAY, 20th SEPT.

At 9.15 p.m.

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POPULAR PROGRAMME
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BORIS ZAKHAROFF.

PRICES:—\$4, \$3 & \$2

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DIRECTION:—A. STOK.

BATTLE OF KING'S PARK.

CHINESE ATTACK PORTUGUESE FOOTBALLERS.

VOLLEYS OF STONES.

SIX ROUGHS ARRESTED.

Since the incident in Nathan Road, Kowloon, a few weeks ago when busmen from the Kowloon and China Motor Bus Companies pitted themselves against a number of Portuguese youths following a quarrel with a bus conductor, a very deep feeling of animosity has prevailed between young Chinese and Portuguese at Kowloon.

Yesterday at about 6 p.m., the football teams of Club de Recreio were having a practice game on their own ground above the Club House in King's Park. Following the rules of the Association, a barricade has been placed around the field and only Club members and footballers are allowed within. During the season, a match is erected and entrance fees are charged.

The reputation of Recreio's football players is sufficient to draw large numbers of Chinese who are always ready to see a good game. Some 500 encircled the field yesterday, among them a band of young roughs thoroughly hostile to the Portuguese.

When the game commenced, they appeared at the entrance of the barricade but were sent away by the Indian watchman who told them that only Club members and players were allowed inside the field.

The Gang Gets to Work.

The gang retired to the surrounding slopes and commenced to hoot and throw stones at the players. A number of Club supporters approached and told them to stop, but were greeted with defiant yells of "Darh." (Eight). This was far too much to put up with quietly and a free fight with the truculent loafers was soon in full swing. On an adjacent football ground a Chinese game was in progress but this was stopped and the players rushed off in support of their compatriots on hearing this battle cry of "Darh." The Portuguese football players were obliged also to leave off their game and assist their comrades.

King's Park of an evening is the Mecca of Chinese football enthusiasts who turn up in their thousands. Many of them also took part in the attack and a regular battle ensued.

The Police Arrive.

The police were called and on arriving six ring leaders, who were shouting "Darh" at the full capacity of their lungs were arrested and on them were found such serious implements as knives, crow-bars, and bamboo poles. Volleys of stones were freely exchanged during the fight but shooting appears to have been pretty poor for the casualties on the Portuguese side only came to one cut head.

Inspector Martin later arrived and after order had been restored discussed with one of the Recreio Club representatives the question of ending the campaign.

There is no doubt that unless drastic steps are taken yesterday's skirmish will be only a forerunner of many more which will be eagerly supported by numerous Chinese roughs. "Something needs to be done to ensure the safety of players at King's Park."

It will be remembered that towards the close of last season a number of attacks were made by "roughs" on players while leaving the ground after games had finished.

NEW ZEALAND AND C.O.D.

RESENTMENT AGAINST MAIL ORDERS FROM ENGLAND.

Wellington, Aug. 23rd.

The growing mail order business in New Zealand with English firms on the C.O.D. system is seriously alarming traders and manufacturers, who are urging the Government to withdraw the system. A deputation informed Mr. Coates, the Prime Minister, that English catalogues are distributed here on a large scale, and that 27,000 parcels were delivered C.O.D. in 1927, to the detriment of local traders, particularly in the country towns.

New Zealand business houses are handicapped by higher labour costs and rates and taxes, and are unable to compete with this competition. They do not object to the ordinary mail-order system.

Mr. L. R. Partridge, representing the manufacturers supporting the petition, denied that C.O.D. imports meant a saving to consumers. The Government has promised an inquiry.

DR. DOVEY PROSECUTES LORRY DRIVER.

CASTLE PEAK ROAD COLLISION.

CASE FOR CIVIL COURT.

At the Kowloon Magistrate's yesterday afternoon, Dr. J. E. Dovey prosecuted the driver of motor lorry No. 341 for parking his vehicle on the Castle Peak Road on August 29th in a manner dangerous to the public, and which resulted in a collision between Dr. Dovey's car and the lorry.

In his evidence Dr. Dovey said that he was returning in his car, in which were also his wife, child and an amah. When he was half way between Castle Peak and Tain Wan, he had to round two bends, known to him as the "Fishermen's Signals." He approached the bend on the left side of the road and was therefore unable to see round the corner. He sounded his horn twice and getting no response, he thought the way was clear. He continued at a speed of about 27 miles per hour. Immediately he rounded the corner, he saw lorry No. 503 on the same side of the road as he was. The vehicle was stationary and heavily loaded. Three men were standing behind it. To avoid running into the lorry, Dr. Dovey swung his car to the right and ran into lorry No. 341, which was also stationary and drawn up parallel to lorry No. 503. He would have had time to stop his car if he had not been rounding a bend. As a result of the impact with lorry No. 341, Dr. Dovey said that his car had sustained damages.

The driver of lorry No. 503 said that when he was passing the bend one of the tyres was punctured. He then boarded another car, went to Un Long to get a new tyre and returned to his vehicle in lorry No. 341. The latter vehicle stopped by the side of lorry No. 503 and the work of transferring the load began.

Witness added that while they were engaged in removing the load, he saw Dr. Dovey's car coming toward them. He put up his hand as a signal for the oncoming car to stop, but no notice was taken. Dr. Dovey's car then ran into lorry No. 341.

After hearing further evidence, his Worship decided that it was a case for the Civil Court and dismissed the summons.

A PRINCE OF IMPOSTORS.

20 YEARS OF FRAUD.

BEGAN BY ROBBING HIS FATHER.

"A prince among impostors," was the description applied by Det. Sgt. Hayward at the London Sessions to Alfred Craven, aged 38, an engineer, who, after pleading guilty, was sentenced to three years' penal servitude for obtaining £25,000 from Mr. Alfred Walter Eaton by false pretences. He had 16 previous convictions.

Craven, whose correct name is Alfred Noel Fensdale Craven, from his start in crime in 1907 has posed chiefly as a "man of wealth."

He is a son of a Sheffield iron-founder, and his first victim was his father, whom he robbed of his watch. Next he forged his father's name to a cheque.

Craven was sent abroad, and in 1908 married in New South Wales. He went to South Africa with his wife, and remained there until early in 1914. Most of the time Craven was in prisons in Johannesburg, Natal, and Cape Town, for posing as a rich man and obtaining money by fraud.

Leaving his wife and a son in Johannesburg he returned to England, and on the journey proposed to a young woman from whom he obtained £20.

Naval Deserter.

Soon after arriving in England he found his way into prison. In 1915 he joined the Royal Naval Air Service and was sentenced for desertion and dismissed the service.

Still wearing uniform he next stayed at a Foreham, Hampshire, hotel and left without paying his bill. He was arrested at Weymouth and sentenced to a month's imprisonment.

Since then he has served two terms of penal servitude, and at Brighton last August he was sentenced to six months' imprisonment for fraud.

On his release in March this year he carried out a heartless fraud on a woman in a poor state of health, ruined her financially, and left her destitute. Craven's latest plan for deceiving people was to induce a solicitor to conduct certain business for him in relation to a reversion due to him under a will. Whenever he was pressed for money he stayed off his creditors by referring them to the solicitor, who was able to tell them that his client was a man of substance.

TOWN PLANNING AT KOWLOON.

AMENITIES OF PRINCE EDWARD ROAD AND KOWLOON TONG.

At to-day's meeting of the Sanitary Board, Mr. J. P. Brags, pursuant to notice, will ask:

- i. With reference to the leading article appearing in the South China Morning Post of the 22nd August last, regarding the development of suburban sites in the Colony, will the President please inform the Board, What are the Government's intentions as to the reservation of Crown land in the vicinity of Prince Edward Road as an exclusive residential area?
- ii. Will the Government endeavour to prevent the disfigurement of that area by refusing permission for the erection of "pigeon-hole blocks" in the midst of rural surroundings?
- iii. Will the Government stipulate as a 'special condition' in the general conditions of sale of Crown land abutting on Prince Edward Road that—
(a) no houses will be permitted of a height greater than 35 feet; and
(b) that open space must be reserved for the laying out of lawns or small garden patches attached to such houses?
- iv. With a view to securing the aesthetic amenities of the Kowloon Tong garden city, will the intention of the Government be ascertained whether it is prepared to introduce early legislation in order to ensure that houses erected in the vicinity of the Kowloon Tong district shall conform to the type of European residential houses of a maximum height of 35 feet, with the exception of buildings for colleges and similar institutions?

THE "VICEROY OF INDIA."

IMPORTANT ADDITION TO P. & O. FLEET.

Great interest has been aroused locally in the announcements about the new P. & O. liner *Viceroy of India* which was launched yesterday. The new vessel is a clear addition to the Company's fleet and there is no question of paying off any of the present vessels on the Company's various services. She is being built by Messrs. Stevens & Co. of Glasgow.

The *Viceroy of India* is to put on the Bombay run and is not likely to be seen in Hong Kong in the early stages of her career.

It will be remembered that at the ordinary general meeting of the company held some months ago the Chairman, Lord Inchcape, said of the new vessel:

The new Turbo-Electric Steamer Not An Experiment.

We have a steamer now under construction of about 19,000 tons gross register, capable of a sea speed of 19 knots. The greatest possible consideration and care by ourselves and the whole of our technical and supervising staff has been given to her passenger accommodation, looking to the fact that more comfort and more and more luxurious arrangements are constantly demanded and that, barring accidents, she will be in commission during, at least, the next twenty years. She is to be turbo-electric driven, which, according to our engineer adviser, Mr. Clarke, will give more economical results than internal combustion and a complete absence of vibration. This is not an experiment. There are 31 steamers in commission with the turbo-electric drive running most successfully and there are several now being built.

VICAR FIGHTS BULLOCK.

20-MINUTES VOLLEY OF STONES.

The holidays at Rinsay, on the Cornish coast, of the Rev. S. Robert, vicar of Christ Church, Barnet, Hertfordshire, are giving him a full measure of excitement.

A few days ago his wife fell from a rock into the sea. She was rescued unconscious by the vicar, who plunged in fully dressed.

Now Mr. Roberts has had what he describes as an "interesting" experience with a bullock. He was returning across a field from a shooting expedition, carrying some curlews he had shot, when the bullock made to attack him. He raced towards the gate, but as the bullock was overtaking him, he turned and presented his gun at it.

He had spent his last cartridge, so he threw the dead birds he was carrying at the bullock. This momentarily distracted its attention and enabled him to jump a ditch on the other side of which a lot of stones were lying on a cart track.

For 20 minutes he kept the bullock at bay with these, and at last drove it off. Then he recovered his birds and went home.



"CHANG"

The RUTHLESS smashing, crashing!

The AVENGER rampant, raging!

The DESTROYER trampling, ravaging!

The Mighty Jungle Drama of a Thousand Thrills

ALSO THE BEAUTIFUL NEW TECHNICOLOR FILM "The VIRGIN QUEEN" A Romance of Queen Elizabeth and Sir Walter Raleigh.

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At 2.30, 5.10 & 7.15 \$1.20, 80 cts. 60 cts. & 40 cts.
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Services in uniform 50 cts. to Back Stalls and 40 cts. to Front Stalls.
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MARY ASTOR
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Orchestra 5.15 & 9.20 Interpreter 2.30 & 7.15.

A COMEDY OF MARRIAGE AND DIVORCE!



The amusing story of a pretty girl who invents a "mutual worry" for her estranged parents in order to bring them together again!

WITH

BETTY BRONSON
ADOLPHE MENJOU
FLORENCE VIDOR

AT THE STAR TO-DAY & TO-MORROW

Continuous 2.30 to 11.15.

BOUND TO TAKE HIS LIFE.

DOCTOR AND RICH YOUNG PATIENT.

London, August 3rd.

The suicide of a victim of sleep sickness, was described at an inquest at Wellington, Somerset, on Henry Clive Gallup, aged 24.

It was stated that Gallup, whose home was at Langstone Manor, Brentor, near Tavistock, Devon, was wealthy and of uncommon intellectual attainments, and had been in the charge of Dr. C. B. Hillyar, of Wellington, as a resident patient with a male nurse in attendance for the past 18 months.

On Sunday morning Gallup was found in the garden in an excited state, and when questioned by his nurse said he had taken strychnine from the doctor's dispensary. He died within ten minutes.

Bound To Happen.

In reply to the coroner, Dr. Hillyar said that about a month ago he found Gallup prowling about the surgery. He warned him that he would have to leave if that happened again.

He was convinced that Gallup intended to commit suicide, and he did not want it to happen at his house. "Knowing this was bound to be the end of it," added the doctor, "I had made arrangements for him to go into rooms in the town."

In reply to the foreman of the jury, Dr. Hillyar said it was impossible to keep every poison under lock and key. Gallup told him he had taken a spoonful of strychnine. On one occasion he had threatened to throw himself under a train.

A verdict of Suicide while of Unsound Mind was returned, and at the request of Dr. Hillyar an order for cremation was made.

THE RETURN OF—

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The First of the Super Films

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OF A NATION

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WORLD

TO-MORROW TO SATURDAY

Usual Times and Prices.

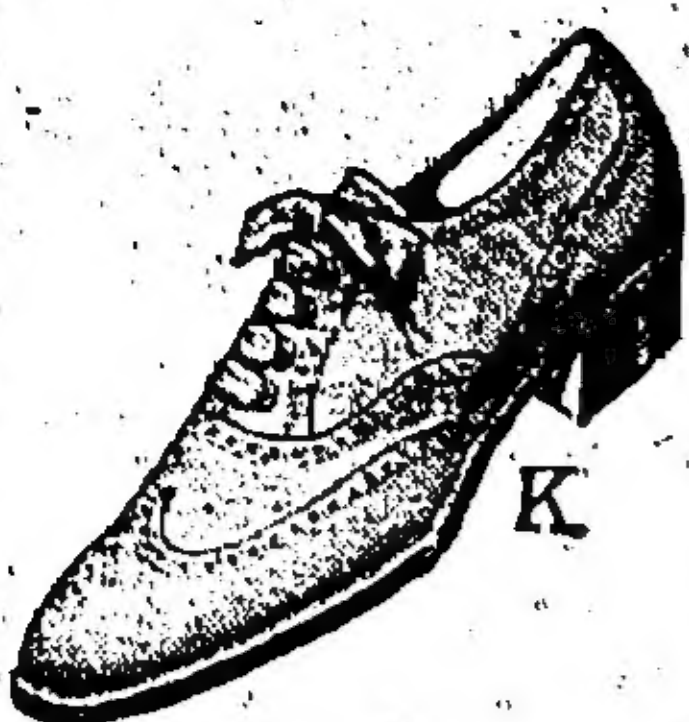
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THE BUDGET.

AMOUNT REQUIRED FOR NEXT YEAR.

EXPENDITURE ESTIMATED AT \$19,478,964.

TWO MILLIONS MORE THAN ESTIMATES FOR 1928.

The Budget will be introduced at the meeting of the Legislative Council on Thursday when the Colonial Secretary will ask that a sum not exceeding \$19,478,964 may be provided to meet expenditure during 1929.

Provision was made for an expenditure of \$17,741,543 in 1927 and this year the estimated expenditure is \$17,450,103. The increase as will be seen, therefore, is in the neighbourhood of two millions.

These figures do not include the amount of the Military Contribution and Public Debt charges. The total revenue of the Colony in 1927 was \$21,344,538 and the expenditure \$20,645,063. This year the total estimated revenue is \$20,103,300 and the total estimated expenditure \$22,183,045. So far the revenue is well above the estimate.

Below are given the chief heads of expenditure for 1929 compared with the estimates for the present year. Public Works Extraordinary are estimated to cost a million more in 1929 than in 1928. The cost of miscellaneous services is up by over three lakhs. It is estimated that the Cadet Service will cost \$40,000 more in 1929 than during this year and the Junior Clerical Service \$100,000 more.

ESTIMATED EXPENDITURE.

	1928	1929
His Excellency the Governor	103,303	101,328
Cadet Service	265,465	325,466
Senior Clerical and Accounting Staff	220,103	167,573
Junior Clerical Service	728,021	621,667
Colonial Secretary's Department and		
Legislature	41,198	47,955
Secretariat for Chinese Affairs	13,180	11,947
Treasury	16,160	8,978
Audit Department	46,781	45,098
District Office, North	23,200	23,078
District Office, South	13,232	11,144
Post Office	307,140	274,329
Imports and Exports Office	753,736	505,170
Harbour Department	723,132	890,547
Royal Observatory	38,306	36,558
Fire Brigade	250,286	217,924
Supreme Court	143,043	145,559
Attorney General	25,713	33,793
Crown Solicitor's Office	39,088	39,855
Official Receiver	10,175	9,871
Land Office	24,976	26,877
Magistracy, Hong Kong	2,984	2,250
Magistracy, Kowloon	2,132	2,056
Police Force	1,987,332	2,012,117
Prisons Department	548,384	528,591
Medical Department	970,350	881,058
Sanitary Department	821,501	645,425
Botanical and Forestry Department	100,884	100,158
Education Department	1,250,627	1,220,013
Public Works Department	1,640,897	1,484,258
Public Works, Recurrent	1,680,050	1,610,150
Public Works, Extraordinary	3,419,605	2,407,164
Kowloon-Canton Railway	811,044	720,598
Volunteer Defence Corps	103,358	97,400
Miscellaneous Services	1,246,743	954,404
Charitable Services	103,508	94,824
Pensions	647,000	830,978
Total	\$19,478,964	\$17,450,103

OTHER BUSINESS.

In addition to the Budget, the business on the agenda of the Legislative Council for Thursday, includes a resolution to be moved by the Colonial Secretary that the Chinese Recreation ground and Yaumati Public Square be exempted from assessment for rates notwithstanding occupation thereof, or of any portion or portions thereof respectively for pecuniary profit.

Ordinances to amend the Larceny Ordinance, 1865 and the Magistrates Ordinance, 1860, are also down for the first reading, but in view of the unfortunate accident to Sir Henry Pollock, the Attorney-General, reported elsewhere in this issue, it is possible that the introduction of these Bills may be postponed.

MANILA'S FAKE LAWYER.

SEVERE SENTENCE ON A
"MUCH MARRIED" MAN.

FALSIFYING THE ATTORNEY'S REGISTER.

MANILA, Sept. 14th.
Jose Belli Bautista, so far the only alleged fake lawyer to be tried here was to-day sentenced to four years, nine months and 11 days imprisonment for falsification of the register of Philippine attorneys. The sentence was passed by Judge Anacleto Diaz of the court of first instance of Manila. Bautista was also fined P.300.

The accused is 38 years old, married, and has nine children. He is a native of Iloilo, Cavite. He first took the bar examinations in 1915. Immediately after Bautista had finished testifying in his own behalf, the court announced that the decision would be rendered, at the same time denying the petition of the defense attorneys for six days' time to file their briefs. In denying the petition the court stated that the case against the accused was clear, and that it did not need any briefs to help it arrive at a decision. The appeal bond of the accused was fixed at P.5,000.

On the stand Bautista declared that on December 16th, 1927 he went to the office of the clerk of the supreme court to inquire about his outcome in the bar-examinations. Jeronimo Samson, deputy clerk, informed him that he passed, he said. On the same day he took his oath of office, he said.

(Continued at foot of next column.)

HIRED GUNMEN AT SINGAPORE.

SUDDEN ENDING TO STROLL
WITH STRANGERS.

SINGAPORE, Sept. 11th.
The part played by the hired assassin in Singapore crime was indicated by a shooting outrage which occurred yesterday.

The victim, a Chinese of the coolie class, was walking along Kim Kent Road when he was hailed by a friend, a person he had not met for some time. A cup of coffee was suggested, and a shop indicated by the friend introduced two other men and went away.

At the invitation of the two strangers the victim went for a stroll, walking between them. Pistols were suddenly produced and he fell, wounded in the face and thigh.

The bullets, fortunately, were of exceedingly small calibre, and neither wound is likely to prove serious. Both assailants got away.

The refute his testimony, Fiscal Guevara recalled Mr. Samson to the witness stand. Mr. Samson denied that he had informed Bautista that he passed the examinations. Mr. Samson also stated that on the same day many bar candidates had gone to see him, but he told them to see the grades on typewritten sheets posted on the walls.

(Continued on next column.)

ROUND THE POLICE COURTS.

EXTRADITION CASE AGAINST A FRENCHMAN.

AT CENTRAL MAGISTRACY.

An application was made by Mr. H. Somerset Fitzroy before Mr. R. E. Lindell at the Central Magistracy yesterday for a further remand in the extradition proceedings against a Frenchman named Jean Francois Clement Moyrier who is wanted by the Indo-China authorities and is in custody here.

Mr. Fitzroy said that the necessary requisition was expected to arrive last Sunday afternoon, and it was a question of getting the papers and having translations made before proceeding with the case.

Moyrier was remanded until next Monday afternoon at 2.15.

On hearing through the interpreter the Court's decision, Moyrier was understood to protest against being remanded, and the reason for the decision was explained to him.

SET FIRE TO A MAN'S LEG!

A Chinese youth from Shaukiwan was in Court for causing grievous bodily harm to another youth by burning him.

Detective Sergeant McEwen stated that at 3 a.m. on Saturday the defendant tied a piece of rag soaked in kerosene to the man's leg while asleep in Tai Shek Street and then set fire to the rag. When arrested, the defendant claimed that it was only a joke as the complainant had on several occasions thrust burning paper under his toes while he was asleep.

The defendant was remanded for one week, no bail being granted in view of the serious condition of the injured man who was in hospital.

OPIUM HIDDEN IN CLOGS.

"During a search by revenue officers of the belongings of passengers disembarking at the Hoi On Wharf from the s.s. *Tai Hing* from Wuchow, six pairs of wooden clogs were found in a sack carried by an innocent-looking Chinese. Close examination revealed thirty tablets of opium hidden in the heels of the clogs which had been hollowed out for the purpose.

The owner of the clogs was brought before the Magistrate and fined \$800, or four months' hard labour.

MING YUEN WORKERS' CLAIM.

The claim brought by 28 former employees of the Ming Yuen gardens for recovery of \$788.20 due to them as wages from Leung Sik Pan was settled out of Court. At a previous hearing, Mr. J. M. d'Almeida Remedios, who appeared for Leung, disclaimed liability as his client was not a director of the gardens, and he put forward the alternative defence that the complainants used up certain stocks left behind by the old management when the place closed down.

Mr. Remedios mentioned yesterday that a settlement had been reached between the parties. Mr. Lindell agreed to the summons, being withdrawn.

AT KOWLOON MAGISTRACY.

STOWAWAYS FROM SINGAPORE.

Four Chinese appeared before Mr. W. Schofield at the Kowloon Magistracy for stowing away on the s.s. *Fook Sang* from Singapore. Mr. D. Lyon, of Messrs. Jardine, Matheson & Co., Ltd., owners of the vessel, prosecuted.

Two of the defendants stated that they gave a friend \$5 and \$10 respectively for their passages. The others said that they had lost their tickets, one stating that he reported the loss to the comrade of the vessel.

Inspector Spear informed his Worship that the vessel left Singapore on September 8th and the defendants were found on the following day among the deck passengers. His Worship intimated that the comrade was an important witness, and as he was not available owing to the ship having already left port, the defendant who claimed to have reported the loss of his ticket would have to be discharged. The others were fined \$25 each, or three weeks' hard labour.

(Continued on next column.)

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ANGRY R.S.P.C.A. MEETING.

LORD BANBURY SHOUTED DOWN.

WOMEN'S SCREAMS AND
HISSES.

There were amazing scenes at an extraordinary general meeting of the Society for the Prevention of Cruelty to Animals at the Hotel Cecil.

When Lord Banbury took the chair fashionably dressed women stood on their seats, waved their agenda papers, and screamed and hissed; men shouted, "Get off the platform!" fists were shaken at him; and for ten minutes pandemonium reigned. Then Lord Banbury, finding it impossible to make himself heard above the din, left the platform with his colleagues on the council and the chair was taken by Mr. H. W. Wallis Grain.

The meeting was, according to the agenda, a sequel to a meeting in May which was closed down "owing to noise and interruption" and which was followed by proceedings in the High Court. With the approval of the judge it was decided to hold another extraordinary general meeting.

On the agenda were resolutions which, if passed, would have had the effect of introducing the right to vote by proxy and to elect members to the council at the annual meeting by poll.

Supporters' Cheers.

As Lord Banbury took the chair the cheers of his supporters were overwhelmed by the uproar created by his opponents. "Order! Order!" shouted Lord Banbury at the top of his voice. "You are not our chairman!" screamed a shrill feminine voice.

The Hon. Stephen Coleridge jumped up and in a loud voice exclaimed, "You have no right to be in the chair! It is an absolutely illegal proceeding! I propose that Mr. Wallis Grain take the chair."

"Grain! Grain!" came a chorus of voices.

Lord Banbury again called for order, but his voice was scarcely heard in the increasing din.

Mr. Hubert Stephens went up to the table and, standing immediately in front of Lord Banbury, seconded Mr. Coleridge's resolution.

Lord Banbury said sharply: I shall not put that question. I am not going to leave.

(Continued on next column.)

STABBING INCIDENT ON A SHIP.

The boatswain of the s.s. *Dorcy* was brought before the Magistrate on a charge of wounding the assistant caterer of the vessel. The defendant is alleged to have attacked the man with a table knife and inflicted injuries to the left temple.

An application was made by Inspector Spear for a remand as the injured man was still in hospital and also for defendant's bail of \$100 to be increased. The bail had been fixed at this sum as the police were not aware at the time that the complainant had been seriously injured.

The defendant was remanded for one week on \$250 bail.

"GREEN ISLAND" SACKS.

The mistress of a tampan was fined \$30 for being in possession of 28 empty sacks bearing the mark of the Green Island Cement Co., Ltd., and regarding which she was unable to give a satisfactory explanation. The woman's story was that she bought the whole lot for 80 cents, but the value of each sack was stated to be 20 cents.

A Yapping Dog.

This was received with further shouts and cries of "Get out, Lord Banbury!" the uproar being intensified by the yapping of a lap dog carried by a woman.

Mr. Stevens put the resolution himself. When he declared it carried there were shouts to Lord Banbury of "Sit down, will you!"

Lord Banbury stood surveying those present. A long line of people—women and men—formed up in front of the table and tried to shout him down when he picked up a typewritten paper and attempted to read it.

For several minutes his lips could be seen moving, but not a word could be heard of his speech even within a few feet of him.

"Who the Hell Are You?"

Mr. Grain went on to the platform and stood behind Lord Banbury's chair. Turning sharply round, Lord Banbury exclaimed, "Who the hell are you, sir! Get out of the way!"

A woman called out, "How dare you use the word 'Hell' when ladies are present! You ought to be ashamed of yourself!"

Another exclaimed, "Look at him! Look at the man who uses the word 'Hell'!"

After some minutes, during which the noise continued, Lord Banbury laid down the document, which he had apparently finished reading, and, the hall re-echoing with cheers and counter-cheers, left the meeting, accompanied by the council.

Before he had reached the door Mr. Wallis Grain took the chair, being supported by Lady Cory and Mrs. Penn Gaskell.

"This is really our society!" exclaimed Lady Cory.

Mr. Grain, addressing the meeting said, "I ask you to be calm and deal with this matter in a cool and dispassionate way."

"Bulls Of Bashan."

A Voice: After shouting like Bulls of Bashan for half an hour, you ask us to be calm!

This was the signal for a fresh outburst of cheering and counter-cheering, during which there were cries of "You are not our chairman!"

Eventually Mr. Grain declared that in view of the "overwhelming number" expressing a desire that he should remain in the chair, he would carry on.

"Lord Banbury," he said, "has again shown a lamentable lack of good temper and tact to-day, by giving me a dig here (indicating his ribs) and swearing at me."

Mr. Grain was again interrupted by shouts of "We want to hear Lord Banbury," and a remark by a woman that they had not come to listen to personalities.

Mr. Grain continued: I submit that the unfortunate cause of the unpleasantness is to be found in the members of the society expressing in no uncertain manner their disapproval of the arbitrary and autocratic action of Lord Banbury.

Lady Cory said that she came specially to beg the meeting to pass a vote of censure on Lord Banbury for his leadership, which was leading the society to disaster. "Hear, hear," and "Shame!" We are driving to disaster as fast as we can," she added.

Lord Banbury, she said, had bailed the meeting at a time when many people were on holiday, hoping that nobody would attend and that he would get complete control. She hoped they would not have to suffer much longer.

Mrs. Penn Gaskell said: Lord Banbury simply wishes to continue as a dictator. We have not got a council; we have merely got a body of people who think they must stand by a poor old man who has worked so long.

My manifesto was a plea for peace so that we could do the work for which generous people are giving money. This money is being squandered by Lord Banbury on meetings for proxies and polls. (Cheers.)

Sir James Douglas, remarking that Lord Banbury had been "an extreme offence to the society," suggested that his powers should be confined to the council chamber.

The Hon. Stephen Coleridge proposed that further discussion of the resolutions should be postponed sine die. This was passed and the meeting ended quietly.

RIGGING OUT A MOTOR-BOAT.

OWNER EXPECTS TOO MUCH FOR \$500.

DISPUTE SETTLED AT SUMMARY COURT.

A Chinese boat-owner who expected too much to be done for \$500 and who refused to pay extra charges for work done to his motor vessel appeared yesterday afternoon as defendant in a case heard before Mr. Justice P. Jacks at the Summary Court, Mr. A. King, the well known small crafts builder of the Colony being the plaintiff.

Plaintiff was represented by Mr. D. L. Strellett, and the defendant appeared in person. The claim was for \$500.30 being balance due for work done and material supplied to the motor boat *Tung Fat I* belonging to the defendant.

Defendant admitted liability to the extent of \$220 at a previous hearing but disputed several items in the bill amounting to \$40.30.

When the case was resumed yesterday Mr. Strellett told the Court that the claim was for work done to defendant's motor launch in accordance with an estimate given to defendant in March of this year. The estimate included fixing up a new cabin, installation of a new motor engine and certain repairs to the hull of the vessel. The motor was to be supplied by an outside party who had sold it to the defendant.

The estimate was for \$500 which also included the removing of the old engines from the boat. Prior to work being commenced, plaintiff was requested to draw up a plan and submit it to the Harbour Authorities for approval. This was done. Work then commenced and in July the Harbour Authorities inspected the vessel. Defendant then said that the life buoys on the vessel were not painted and showed up conspicuously in contrast to the new coat of paint on the vessel's side and superstructure. Plaintiff was then requested to paint the life buoys as well.

The launch was then tested but it was found that certain magneto contact-breakers were not working efficiently. Defendant then ordered plaintiff to supply new ones. This was also done but in spite of the new magneto contact-breakers having been put in, the launch was still not working satisfactorily. A request was then made for a new propeller, then a crank shaft bush became overheated, and defendant also requested plaintiff to attend to that.

Plaintiff supplied a drum of "Shell" motor spirit for the test, and the claim of \$40.30 which the defendant disputed were for the extra materials and work done to the vessel which were not included in the estimate. The agreement was only a verbal one.

Concluding, Mr. Strellett said that the defence was that all the work done to the vessel and materials supplied were included in the agreement. Defendant also claimed for the return of old engines. He could have them back as soon as the claim was settled.

Claim \$220 Admitted.

Mr. Strellett then drew his Lordship's attention to the fact that the defendant had admitted owing \$220 at a previous hearing and had therefore avoided judgment for the full amount. He should have paid \$220 into Court, but that had not been done.

Corroborative evidence was then given by the manager of the plaintiff firm, who in answer to the defendant, said that he had never contracted for the work to be completed within two weeks. There was a delay, and he was sorry for it. He also denied that the \$500 asked for included all the extra work and materials supplied.

Re-examined by Mr. Strellett, witness said that the defendant had taken the vessel away without their knowledge.

Defendant was then called to the witness box but before he gave his evidence, his Lordship asked: "When this case came up before you were ordered to pay \$220 into the court?"

Defendant: Shall I pay it now? His Lordship: You should have paid it on that day. That was the amount you admitted.

Defendant: I thought I was allowed to have a few days' time. His Lordship: Have you the money now?—Yes.

Defendant's Version.

Defendant then gave evidence and maintained that the contracted fee of \$500 included everything. Plaintiff's job was to install the engines, paint the vessel, put in new canvas for the deck and even to get a licence for him. Plaintiff was first shown the engines. He took them away and knew very well what he had to do before he fulfilled the contract. The propeller was put in at the request of the man who supplied the engines and plaintiff should debit that man for it. As for the drum of spirit, defendant said that it was absurd that plaintiff should charge him for it. The plaintiff was responsible for making the vessel seaworthy, and to find that out, he had to test it. To do that, defendant argued, plaintiff must have spirit to make the boat go, and therefore, he failed to see why he should be called upon to pay.

Defendant also said that when he found his boat left unattended in plaintiff's yard, he took it away and had the rest of the work done for \$80.

Cross-examined by Mr. Strellett as to how he took delivery of his boat, defendant said that he took it out for a trial run, but after going for some distance, it broke down. He therefore had it towed to another yard for the necessary repairs.

Judgment For Plaintiff.

His Lordship gave judgment for plaintiff for \$261 with costs. The two items (\$5 for painting life buoys and \$3.30 for the drum of spirit) were ordered to be struck off the claim, in his honour was of opinion that it was the plaintiff's duty to paint the life buoys and to supply the necessary fuel for the trial run.

POLLUTION OF THE SEA.

HONG KONG'S REFUSE.

ALLEGED ILL EFFECTS UPON BATHERS.

The question of the pollution of the harbour by refuse, etc., and the consequent infection of bathers following their use of certain well frequented bathing grounds is to be the subject of a series of questions by Mr. J. P. Braga at today's meeting of the Sanitary Board.

Mr. Braga is asking whether several cases of acute infection of the ear have been reported and whether the Government will consider the whole question of the erection of a refuse destructor.

Mr. J. P. Braga, pursuant to notice, will ask:—

- Has it been brought to the notice of the Medical Officer of Health that several cases of acute infection of the external ear have recently occurred among bathers in some of the most popular bathing beaches of Hong Kong?
- Is there any connection between these cases of infection and the pollution by preventable means of the sea water in the best frequented bathing grounds of the Colony?
- Are the bathing beaches of the Colony subject to pollution by the existing methods of disposal of city refuse by the Sanitary Department?
- Will the Government consider the advisability of substituting the present method of refuse disposal by the erection of a Refuse Destructor, thus minimizing the dangers of pollution of the waters of the Colony within harbour limits by the drifting thereto of floating matter containing the germs of infection?

TO CLEAN CANTON'S CREEKS.

CHAMBER OF COMMERCE TO CONTROL EXPENDITURE.

The Canton Bureau of Public Works has formulated a definite plan for the raising of funds with which to carry out the programme of clearing the silt from the city's creeks, and this plan has received the assent of the Municipal Council.

The plans provide that the General Chamber of Commerce is to control the funds as a measure of assurance to the public that the money will be used specifically for the purpose for which it is raised. The Chamber of Commerce will be in charge of all collections and disbursements, while the police will be instructed to assist in making the collections from the shops.

The Bureau of Public Works will be responsible for the supervision of the actual work. The Municipality is to issue public announcements explaining to the people the various reasons that make it necessary to clear the creeks and drains.

The General Chamber of Commerce, the Bureau of Public Safety, and the Bureau of Public Works are to act jointly in making collection of funds from the public. It is proposed to begin in the district of the 1st Police Station, and every shop, whether situated on an inner street or on a wide maloo, will be requested to contribute ten days' rental. This contribution is to be borne equally by the tenant and the landlord. The collection in each district is to be completed within one month, and all monies collected will be kept in charge of the Chamber of Commerce.

As soon as actual work is commenced in the 1st Police Station, the collection of funds will be taken in hand in the next section, and so on with each district, so as not to cause any interruption in the work. —*Canton Gazette*.

sible for making the vessel seaworthy, and to find that out, he had to test it. To do that, defendant argued, plaintiff must have spirit to make the boat go, and therefore, he failed to see why he should be called upon to pay.

Defendant also said that when he found his boat left unattended in plaintiff's yard, he took it away and had the rest of the work done for \$80.

Cross-examined by Mr. Strellett as to how he took delivery of his boat, defendant said that he took it out for a trial run, but after going for some distance, it broke down. He therefore had it towed to another yard for the necessary repairs.

Judgment For Plaintiff.

His Lordship gave judgment for plaintiff for \$261 with costs. The two items (\$5 for painting life buoys and \$3.30 for the drum of spirit) were ordered to be struck off the claim, in his honour was of opinion that it was the plaintiff's duty to paint the life buoys and to supply the necessary fuel for the trial run.

TROUBLE AT THE CROSS ROADS.

GUATEMALA CONSUL'S COMPLAINT.

ACCUSATION OF "GETTING EXCITED."

Chan Cheung, driver of a private car, No. 12, appeared before Major C. Wilson at the Central Magistracy on a summons for driving in a manner dangerous to the public. The case arose out of a complaint made by Mr. J. Gascon Gonzalez de Bernedo, Consul-General for Guatemala, who stated that the defendant nearly ran him down outside the King Edward Hotel on August 28th.

Mr. C. A. S. Russ appeared on behalf of the defendant and entered a cross-summons for assault against Mr. Gonzalez.

Mr. Gonzalez told his Worship that on the morning of August 28th he was coming out of Ice House Street (Broker's Alley) and was about to cross the tram lines towards the Ferry. At the time he was accompanied by a lady.

Just as they got to the second rail of the tram line a car—No. 12—came towards them without sounding the horn and at a very high speed. The car which was coming from the direction of the Post Office nearly collided with a ricksha which was standing on the left of the road. The driver in attempting to avoid the collision swerved to the right side of the road and both he and the lady with him were nearly knocked down.

He called to the car to stop and going up to the driver he spoke a few plain words about his driving. The driver asked if he (witness) wanted to fight and punched him on the chest. "Being a respectable man," said witness, "I did not care to be mixed up in a fight with an uneducated chauffeur." Witness called the Chinese traffic constable who was on duty at the cross roads, and told him that he would make a complaint to the Traffic Department. Witness remarked that he was afraid that the Chinese constable could not understand him.

"You Cannot Teach Me Anything."

Mr. Russ cross-examined witness, but progress was very difficult as the Consul did not speak much English. To one question the witness replied "My dear Mr. Russ, you cannot teach me anything—I am a barrister-at-law."

Mr. Russ: I have no wish to teach you anything but you need not get excited.

Witness: "No, I never get excited when I know that I am in the right."

Mr. Russ: Yes.

Witness then went on to say that it was not the negligent driving that he cared about, but the manner in which he was insulted by the Chinese chauffeur who struck him a blow on the chest.

The Magistrate, who heard the case at great length and with extreme patience, asked witness if he could give a detailed account of the attack on him by the defendant. Witness, however, replied that he scolded the driver and that was the reason why he was struck.

The Lady Corroborates.

Mrs. Paula de Rojas, the lady who was accompanying the last witness, said that they had just crossed the second track of the tram line when the defendant's car came towards them at a very high speed. The defendant's car struck a ricksha a glancing blow, from which he swerved across the road and almost knocked them down.

Witness corroborated Mr. Gonzalez's statement of the attack and said that the defendant used very unmanly language.

Mr. Russ suggested to witness that Mr. Gonzalez had struck the driver on the head, but witness denied this.

What The Chinese Constable Saw.

Chinese constable No. C115 who was on traffic duty at the spot said that the car was coming from the Post Office and was about to turn round the post. Just at this juncture two Europeans came out of Ice House Street and the driver on seeing them stopped dead to allow them to pass. The European gentleman went up to the driver and struck him. Words passed between them and witness said that he took down the number of the car.

Both parties then went away and nothing further happened.

(Continued on next Column)

ANOTHER MAIDEN SESSIONS.

SECOND IN FIVE MONTHS.

WHITE GLOVES FOR THE CHIEF JUSTICE.

Hong Kong must be one of the most law abiding places in the East and again this month no prisoners are down for trial at the Criminal Sessions. The local police force must be warmly congratulated upon the manner in which they are keeping "crooked folk" in check for it was only in March of this year that there were no cases for the Criminal Sessions, and Sir Joseph Kemp, K.C., the Attorney-General, said to his Lordship (Mr. Justice J. R. Wood) that an empty calendar, though very rare, was not unique. For over twenty years part of his duty was to commit cases to the Criminal Sessions and he could only recall two previous maiden sessions. He added that the relief came, but seldom and that those who were engaged under the guidance of the Court from month to month in the administration of criminal justice could congratulate themselves and his Lordship on the occasion.

The Criminal Sessions will be opened this morning at the Supreme Court but as there are no cases for trial, the opportunity will be taken to observe the time honoured custom of presenting the Judge (Sir Henry Gollan, K.C., C.B.E.) with a pair of white gloves. Two maiden sessions within five months is a record for the Colony. During the last twenty years only two such occasions could be recalled. The first one was in November 1904, when Sir Henry Spencer Berkeley, Kt., was Chief Justice, the second was in June 1914 when Sir H. H. J. Gomperts was Chief Justice.

Mr. Justice Wood, who presided at the last ceremony on March of this year has rightly remarked that the occurrence of an empty calendar was a matter of gratification to the community as a whole, and more specially to the officers of the Police Department, who are responsible for the maintenance of law and order in the Colony, and the security of our lives and property.

In answer to Inspector Alexander who was in charge of the case for the police, the constable said that he only noticed one blow. The driver gave the signal for a turn with his right hand and sound his horn twice. The car was not going fast and witness saw no ricksha. The European gentleman appeared to be very angry.

Witness also told Inspector Alexander that he was not standing under the post but just at the mouth of the alley.

Mr. Russ then submitted to his Worship that no evidence of negligent driving had been given, but the Magistrate replied that he would hear the defendant.

Kept On Walking.

Chan Cheung, the defendant said that he had driven a car for about ten years. When he approached Ice House Street there was no ricksha nearby and he was moving very slowly. The constable was standing under the post and returned his signals for a right hand turn. The two Europeans kept on walking against the constable's signal for him (witness) to turn and he had to pull up quickly to avoid a collision. The European came up and struck him on the head.

Inspector Alexander then remarked to his Worship that the witness had placed the constable "under the post" whereas the constable stated that he was at the mouth of the alley. "The driver claims to have driven for ten years whereas his record shows that he only commenced in March, 1922, which is three and a half years in excess," said the Inspector. The drivers record showed a number of fines for petty offences.

Mr. Russ, in his submission for defendant, suggested that the complainant suddenly realised the proximity of the car and became excited. This led him to think that it was moving very quickly.

Mr. Russ remarked that the complainant had struck his client. The police evidence was in his favour and it was significant that the traffic constable was a Shantung man and not naturally very well disposed towards a Cantonese.

His Worship decided to dismiss the summons for negligent driving in reply to which Mr. Russ said that he would not carry on with the assault charge. This was also withdrawn.

"CHANG."

MAN VERSUS THE JUNGLE.

"AS YOU WATCH THE TIGERS!"

ASTONISHING FILM AT THE QUEEN'S.

[BY OUR FILM CRITIC.]

A good deal has already been published in these columns about "Chang," but little which really prepares you for what you see at the Queen's. The history of the making of the film is interesting, but "Chang" defies description. For more subtle than any trade laudation is the decoration of the lobby of the Queen's Theatre. The box offices have been turned into the palm leaf huts of the jungle family whose fortunes you will follow on the screen; natural greenery, palms and trees have transformed the marble and the brass into a woodland scene which, as you peer about you, becomes significant. Cockatoos swing up under the roof, the trees are alive with small monkeys and a great snake slowly moves (or seems to move) in the undergrowth that brushes your elbow.

But that is after all an incidental, "Chang" grips you without the need of any artifice.

I suppose that those who saw "Moana," the lovely Samoan idyll, must, as I did, compare the two productions. They stand alone as the two films acted by unsophisticated people who are living their normal lives in their own surroundings before the eye of the camera. The difference, however, is at once apparent. "Moana" deals with the simple things of every day life. "Chang" with the adventures of life. Every scene in "Chang" has happened and does happen, but normally they neither happen in such rapid sequence nor to the same people. "Moana" is extraordinarily restful; it pictures the dream of all those of us who tire of the burden and rush of civilization. "Chang" is exciting, vivid, dramatic, and the picture of a constant warfare. There must have been this difference even had the two films been made on the same plan, for life in the jungle is passed in a constant strain unguessed at by the island family of "Moana." Even the faces of the small children are marked with it.

Kru A Siamese Pioneer.

"Chang" tells the story of Kru, a Siamese pioneer who makes his home in the jungle, his wife and tiny family. Their life is a constant warfare against nature; they live in a hut built up on a high platform and their stock of domestic animals are barricaded in each night. Leopards and tigers prowled around when the darkness falls, and a wandering elephant may trample down their poor patch of cultivated land or even the homestead itself. Kru, with friends from the nearest village, fights the beasts single handed and also the ever encroaching jungle.

"The Tigers."

Although we know that for the purposes of the film the action took place within a huge stockade and the actors were safeguarded as far as possible, it has been so admirably photographed that you seem to live with Kru and his family and to share their hopes, their terrors, and their childish joy and pride in conquest.

Perhaps as you watch the tigers they seem to crouch and slink and you know them as trapped rather than the trapper, and then, just as the first natural thrill and horror begins to wear off, you see Kru in the background, and the cringing beast leap like lightning, fierce, terrible and glad towards its foe.

The scenes of the drive of the elephant herd are very well done, the monkeys leaping in the forest give a sense of freedom and reality, and the whole picture of jungle life is most extraordinarily interesting. There is no faking except such as was absolutely necessary for the safety of the actors, and there is never a dull moment in the picture.

"Chang" is a film to see and see again.

"THE VIRGIN QUEEN."

"The Virgin Queen," an historical romance about Queen Elizabeth and Sir Walter Raleigh, which precedes "Chang" is equally good of its sort. It is quite the best colour film I have seen, the tones and blending of the colours are soft and beautiful and an excellent atmospheric effect is got in the indoor scenes. It would be very well worth while paying a visit to the Queen's for this short film alone. The gazette with which the programme opens contains some interesting local pictures of Aquatic Sports and the Chinese All Souls festival.

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[A.P.E.]

The anti-cyclone has extended eastward to Japan. Pressure remains low over the North China Sea.

Local Forecast: — N. winds, moderate, fair.

CHANG TSUNG CHANG'S DESPAIRING EFFORT.

CHANGING FORTUNE OF THE WAR.

FENGTIENESE ARMIES DEFEATED NEAR LUANCHOW.

MANCHURIAN GENERALS DISAFFECTED.

It is evident from cables received both from *Reuter* and the vernacular press that Chang Tsung Chang does not intend to yield without first making a fight of it. Hemmed in as he is, with General Pei Chung Hsi on the west bank of the Luanho River prepared to attack him if he should attempt to cross again, he is in an unenviable position. The Fengtien forces are facing him in great strength and only a forlorn hope can lead him to attack them.

The fortunes of the present battle have been changeable. At first, on September 14th, Chang Tsung Chang ordered his White Russians to attack the Fengtienese, and they were successful in driving back the enemy. Later, however, the Russians were forced to surrender and the Fengtienese regained all their lost grounds on the following day. September 16th brought another success for the Chihli-Shantung remnants, who drove back 10,000 of the Fengtienese troops with severe losses.

It is said that Chang Tsung Chang is prompted to this final effort by hopes of dissension among the leaders in the Fengtien ranks. Several of the Manchurian generals are said to be at variance with General Chang Hsueh Liang, and to be strongly in sympathy with his opponent, Chang Tsung Chang.

FENGTIEN SUCCESS.

PEI CHUNG HSI LOOKS ON.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 17th. It appears that on September 13th the Chihli-Shantung line was based on Shihmen, midway between Luanchow and Changli on the Peking-Mukden Railway. The line was opposed by the 16th, 8th and 20th Fengtien armies, the last one overlapping the Chihli-Shantung troops.

On September 14th Chang Tsung Chang's White Russians attacked the 8th Fengtienese Army and forced them back, but later had to surrender. Further fighting on September 15th resulted in the Fengtienese advancing and enveloping their opponents.

Pei Chung Hsi continues to maintain a watchful attitude along the west bank of the Luanho, leaving the Fengtienese to clean up the Chihli-Shantung troops. It is estimated that at present there are 40,000 Fengtienese inside the Great Wall.

SEVERE FIGHTING.

(Tsun Wan Yat Pao.)

SHANGHAI, Sept. 17th. The latest report to hand states that Chang Tsung Chang and Chu Yu Pu are still putting up strong resistance to the Nationalists in the district east of Luanchow. Severe fighting has taken place at Changli and Anshan in the last few days.

General Pei Chung Hsi has ordered his central column to suspend his frontal attack on the enemy for the time being pending the general attack by the right and left wings.

A LAST EFFORT.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 17th. Reliable reports from North China state that Chang Tsung Chang, with his back to the wall, has inflicted a severe reverse on 10,000 Fengtienese troops in the vicinity of Shihmen on September 16th. At present there are no details.

REBELLION AGAINST FENG.

(Wah Tai Yat Pao.)

SHANGHAI, Sept. 17th. General Yueh Wei Chun's troops are moving to Anhui province. Marshal Feng Yu Hsiang feels very uneasy at General Yueh's rebellion against him. He has telegraphed to Nanjing requesting the Nanjing Military Council to take drastic measures to suppress General Yueh.

STORM DAMAGE IN SHANGHAI.

STREETS LIKE CANALS.

THE BRIGHTER SIDE.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 17th. Two Chinese houses collapsed in the Hongkong district last night, but fortunately, the occupants received warning, and had evacuated before the mishap occurred. There were no casualties.

In some places the water is over two feet deep and shops in many parts have been flooded, while here and there are to be seen derelict cars, brought to a standstill while their drivers were endeavouring to plough their way through the submerged streets.

Fire Brigade Called.

A large number of houses along the Avenue Joffre, a low-lying stretch of which became a veritable canal, have been so badly flooded that the Fire Brigade had to be called out to pump out the water in order to avert a possible catastrophe.

It is difficult at this stage to estimate the damage, but as far as can be ascertained the material damage is considerable, though public property appears to have suffered little.

In Woosung Road, many shops hurriedly erected temporary board dams to keep out the flood.

Ricksha-coolies and the garages experienced a most profitable day, while both Chinese and foreign youngsters made the most of the occasion wading bare-footed through the submerged thoroughfares.

DEATH OF SIR THEODORE COOK.

EDITOR OF "THE FIELD."

LOSS TO THE LITERATURE OF SPORT.

[THROUGH REUTER'S AGENCY.]

LONDON, September 17th. The death is announced of Sir Theodore Andrea Cook.

[The literature of sport suffers a great loss by the death of Sir Theodore Cook. Since 1910 Sir Theodore has been editor of that great sporting periodical *The Field*, a publication which occupies a unique position in English life expressing as it does all those pursuits of the open air which have played so great a part in the development of modern, sporting England. Sir Theodore was an example of a type, fortunately not uncommon in England, the sportsman who has a real gift for letters and a very deep culture and scholarship. His publications ranged from "Tobacco" to "The English Turf" and "A History of the English Turf" to "Turners Water Colours" and the "National Gallery" and "Leonardo da Vinci, Sculptor." A great lover of France, Sir Theodore was author of that beautiful volume "Twenty-five Great Houses of France" and a fascinating description of "Old Provence."

Sir Theodore also wrote extensively for the *Quarterly*, *Edinburgh* and *Fortnightly* Reviews. Born in 1867, Theodore Cook was a scholarship to Radley where he became Head of the School, Captain of Boats and Captain of Football. More triumphs followed at Wadham College, Oxford, including a 2nd class in "Honour Mods" and a 2nd class in "Greats" and what was probably prized far more, the coveted rowing Blue as No. 3 of the Oxford boat in 1889.

Theodore Cook became editor of the *St. James' Gazette* in 1900 and was also a member of the *Daily Telegraph* staff before he became editor-in-chief of the *Field* in 1910. A knighthood was awarded in 1918.

GERMAN AIR LINE TO CHINA?

LUFTHANSA'S HOPES.

[THROUGH REUTER'S AGENCY.]

NANKING, Sept. 17th. A representative of Lufthansa, the famous German aeroplane firm, is at Nanjing negotiating for a proposed Berlin-Irkutsk-Nanking air route. He states that the journey can be accomplished in six days. A machine of the Bremen type is at present in Siberia awaiting the permission of the Chinese Government to cross the border.

PALM BEACH STRUCK.

HOUSES WRECKED BY WIND.

BAHAMAS ISOLATED.

[REUTER'S AMERICAN SERVICE.]

New York, Sept. 17th. The hurricane havoc in the West Indies far exceeds earlier expectations. As communications are re-established fresh news of the devastating effect on all the islands comes to hand, and many cables have been received pleading for food and clothing.

Refugees are pouring into the bigger cities from the country districts reporting colossal damage, and the death of hundreds of natives.

It is estimated that over one thousand people met their death when the hurricane struck San Juan, while the damage runs into millions of dollars.

Half the population of the big city of Porto Rico have been rendered homeless according to latest information and succour is being sent at once. Heavy death-rolls are reported from every district from which news is available.

Crops Ruined.

Refugees who have reached San Juan over almost impassable roads report that the death roll in nine places totals 253 while coffee, sugarcane, citrus and tobacco crops have particularly suffered.

The Governor of Porto Rico states that the poorer classes, including a million "Jivaro" or peasant farmers, are completely destitute.

The authorities of Porto Rico have taken prompt action to check profiteering, while guards have been told off to prevent looting.

Florida Coast.

The hurricane struck the Florida coast yesterday at noon, tearing off roofs, uprooting trees, and cutting telegraphic communications. Radio messages however report no casualties. It is believed that the inhabitants, remembering the disaster of 1893 in which there was heavy loss of life, moved to safety on receipt of a warning from the weather bureau.

The latest messages from Palm Beach last night reported that the hurricane was raging with a wind velocity of 125 miles an hour at Palm Beach, while West Palm Beach and a fifty mile strip of the Florida coast is isolated.

The Bahamas have been isolated since midnight on September 15th and hitherto there is no news of the extent of the damage.

SWEDEN'S ELECTION RESULTS.

CONSERVATIVE GAINS.

[THROUGH REUTER'S AGENCY.]

STOCKHOLM, Sept. 17th. The elections for the second Chamber of the Riksdag, which have been held throughout the country over the week-end, show that the Conservatives have gained eight seats, while the Social Democrats have lost thirteen. There have been other small turnovers in party strength.

The position of the parties is at present:—
Social Democrats 83
Conservatives 67
People's Party 27
Peasants' Party 26
Communists 6
Liberals 3

The city of Stockholm will elect representatives on September 21st to fill the other eighteen vacancies.

FRENCH WAR DEBT TO BRITAIN.

PAYMENT OF £4,000,000.

[BRITISH WIRELESS SERVICE.]

RUHRIG, Sept. 16th. The French Government yesterday paid a sum of £4,000,000 to the British Government as the fifth payment on account of the French War Debt.

SOVIET GRAIN SUPPLY.

PROSECUTION OF OFFICIALS.

NO EXPORTS THIS YEAR.

[THROUGH REUTER'S AGENCY.]

Riga, Sept. 17th. A Soviet special commission has been appointed to prosecute officials who do not obey Government instructions for the collection of grain.

The Soviet Press, referring to the collapse of the grain supply, says that the idea of exporting grain this winter must be dropped.

PROPAGANDA IN SOUTH AFRICA.

GENERAL HERTZOG'S WARNING.

REPUBLIC NOT WANTED.

[BRITISH WIRELESS SERVICE.]

RUHRIG, Sept. 16th. General Hertzog, the South African Premier, speaking at a hospital, gave utterance to a remarkably frank condemnation of propaganda being spread in the Orange Free State to secure a declaration of a definite Republican aim for the Nationalist Party.

Such a declaration, he said, would lead to the immediate destruction of the Nationalist Party and the subjection of the Dutch-speaking people in the Union.

He warned the clergy against the danger of preaching Republicanism, which, he declared, was quite unnecessary, as South Africa already had sovereign national freedom. He was satisfied that the majority did not want a republic.

BOLSHEVIK DANGER A MYTH.

INDIAN NATIONALIST'S VIEW.

BILL TO REMOVE AGENTS.

[THROUGH REUTER'S AGENCY.]

SIMLA, Sept. 16th. After a debate in the Legislative Assembly, the Public Safety (Removal from India) Bill, dealing with Bolshevik agents other than Indian British subjects, or subjects of the Indian States, was referred to a Select Committee by 62 votes to 59.

The minority consisted of Swarajist Nationalists and Independents. The measure was supported on behalf of the depressed classes and by the European groups.

The Nationalist, Lala Lajpatrai, in opposing the Bill described Bolshevik danger as a myth, and declared that the Bill would be abused by the Government.

The Swarajist nominees to the Select Committee withdrew therefrom as a protest against the Government's objection to the inclusion of one of their nominees.

SIR AUSTEN AT HAVANA.

GREATLY IMPROVED HEALTH.

[REUTER'S AMERICAN SERVICE.]

HAVANA, Sept. 17th. The liner *Orcoma* has arrived safely at Havana, Cuba with Sir Austen and Lady Chamberlain and their family on board. Sir Austen's health has improved splendidly, and he was welcomed by Cuban officials on behalf of President Machado and taken for a drive through the island as guest of the Government.

FIRST AEROPLANE FLIGHT IN BRITAIN.

COMMITTEE TO EXAMINE CLAIMS.

[BRITISH WIRELESS SERVICE.]

RUHRIG, Sept. 16th. With a view to deciding who made the first flight in a heavier-than-air machine in the British Isles, the Royal Aero Club has set up a special committee, of which Lord Gorell has consented to be Chairman, to investigate the claims to early flights.

Lord Gorell was formerly Under-Secretary of State for Air.

DEMAND OF INDIAN STATES.

EQUALITY WITH BRITISH INDIA.

NEHRU REPORT CRITICISED.

[THROUGH REUTER'S AGENCY.]

BOMBAY, Sept. 16th. A cold reception by the Indian States of the proposals contained in the Nehru Report, for Dominion status, self-government for India, and a new Council, was forecast by the Maharajah of Bikanir in a speech at a dinner given in honour of Manu Bhai Mehta, the Prime Minister, by the Maharajah on the eve of his departure for England in connection with the work of the Butler Commission.

The Butler Commission is enquiring into the relations between the Government of India and the native States.

The Maharajah of Bikanir this evening declared that the Nehru Report appeared to disregard the true constitutional position of Princes and of the Indian States, and their Treaty and other rights.

The proposals of the Report with regard to the States were impracticable, he said, and were likely to lead to a "chaos of mobocracy."

The rulers and subjects of the Indian States would in no way agree to a position implying subordination or inferiority to the people of British India, but would insist on being treated as equals of British India if their willing co-operation was sought.

Early Evacuation.

He strongly emphasised that the evacuation, anyhow of the Second Zone, should occur pretty quickly as evidence of goodwill, and the Powers could then proceed to discuss the whole reparations problem, and if that was satisfactorily arranged, could proceed to consider some acceleration of the evacuation of the Third Zone.

A friendly spirit existed throughout between the French and German delegations, M. Briand presenting a most conciliatory attitude and himself suggested that the Commission of Verification and Conciliation should not be of a military character.

A Friendly Spirit.

Lord Cusheadun received British Press representatives after the meeting and gave a detailed account of the conversations especially referring to the British viewpoint, of which the speech reported above is a full summary and represents the attitude taken by Lord Cusheadun throughout the discussions.

Lord Cusheadun emphasised that throughout the conversations were conducted in a good-tempered spirit. If the same spirit is shown when the official negotiations are opened, he had little doubt that some organisation will be devised which will satisfy the French without offending the Germans.

Complete Satisfaction.

Lord Cusheadun, who is acting British Foreign Secretary, entertained the other Foreign Ministers to luncheon. M. Briand on leaving the Hotel Beau Rivage said he was entirely satisfied with the results attained which, he thought, constituted the best arguery for a complete and final settlement of outstanding questions between France and Germany. The meeting had been most cordial and all the delegates were grateful to Lord Cusheadun for the manner in which he had presided over the negotiations.

Herr Mueller will leave to-night for Berlin. M. Briand, receiving French journalists, said he was most satisfied with the Rhineland conversations and was confident that the forthcoming negotiations would be equally satisfactory.

German Disappointment.

On the other hand, Herr Mueller, interviewed by German journalists, expressed disappointment at the "meagre results" of the conversations. He said he had expected something more definite in regard to evacuation and to the composition and powers of the proposed Commission of Verification and Conciliation.

EVACUATION OF RHINELAND.

CUSHENDUN'S PROMINENT PART.

GENERAL SATISFACTION.

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 16th. The meeting arranged to enable further discussion of the question of the evacuation of the Rhineland took place at the Hotel Beau Rivage this morning, lasting for over three hours. Lord Cusheadun, M. Briand, M. Hymans, Signor Scialoja, Baron Adachi represented the Allied Powers, and the German Chancellor, Herr Mueller, presented the German views.

Subsequently it was announced that Germany, France, Great Britain, Belgium, Italy and Japan had reached an agreement regarding many points connected with the evacuation problem, the following official communiqué being issued:

Official Statement.

"At a resumption of the conversation between the Allies and Germany to-day, the representatives of Germany, France, Great Britain, Belgium, Italy and Japan are able to record with satisfaction the friendly conditions under which an exchange of views has taken place concerning the important question under consideration, and that an agreement has been reached between them on the following points:—

"Firstly, the opening of official negotiations relating to the request put forward by the German Chancellor regarding the early evacuation of the Rhineland;

Outstanding Problems.

"Secondly, the necessity for a complete and definite settlement of the reparations problem, and for the constitution for this purpose of a committee of financial experts to be brought by the six Governments;

"Thirdly, the acceptance of the principle that the committee of financial experts should be nominated by the six Governments; and

"Fourthly, the acceptance of the principle of the constitution of a Commission of Verification and Conciliation to deal with the demilitarised zones, the composition, mode of operation, objects and duration of such Commission to form the subject of negotiation between the Governments concerned."

It is understood that Germany will initiate the official negotiations and propose the venue of the conference which will be opened.

Bridging The Gap.

Lord Cusheadun, the British delegate, inadvertently assumed the chairmanship during the Rhineland discussions and acted as the bridge between the Germans and the French.

In giving a statement to the gathering, of the British point of view, Lord Cusheadun recalled the Balfour Note in which it was definitely laid down that Britain could make no arrangements liquidating British claims on Europe which would cause her to receive less than she pays America.

The danger to be avoided, he said, was that Franco-German financial experts might reach an agreement which would place Britain in the disagreeable position that she would either have to accept a financial loss, or take measures to obstruct an agreement that might be represented as a basis for the pacification of Europe.

Britain's Debt To America.

Lord Cusheadun pointed out that Britain has already made enough sacrifices and particularly insisted that the financial discussions must not include arrangements either suggesting or implying any appeal to America in respect of any remission of Britain's debt.

He stated that Britain was anxious for the evacuation of the Rhineland at the earliest possible moment, but he hoped, at the same time, for some settlement of the reparations problem, though he did not wish to imply that Britain thought there was any logical connection between the two problems.

(Continued on previous column.)

GOLF NOTES.

(By R.H.H.)

Though due no doubt in part to a change of wind, shots were beginning to go a great deal further at Fanling, and the course is definitely getting harder, or in other words getting easier. Those who have been wise enough to enjoy the labour and heat of the summer suddenly found themselves taking iron instead of brasses and mashes nibbicks for jiggers, and were irrationally elated, in their own hearts at any rate. The course must be very near its pleasantest at the moment, fast without being fiery, and with still a good covering on fairways and greens. It is still possible to find terrifying bits of rough here and there, but there is no great need to do so, and in most parts the grass has been cut to a most amiable length. But more important than anything else, there is always a chance of striking a really cool day out there. Saturday was one, for instance, through Sunday, when it was hotter, produced better scores in the bogey competition.

September is rather a betwixt and between month at Fanling, but October marks the serious opening of the season. Over the first week end there is the Autumn Meeting, which will provide a bogey pool, a medal round and a four-ball medal round for those who have the fortunate habit of enjoying competitions. As a result of this meeting the Captain's Cup has been postponed to the second week end in the month, by which time people should have settled down to the game again, and qualifying should be a much more difficult thing than it has been during the last few months. Throughout October too there is the St. John of Jerusalem Red Cross competition, which brings with it a trophy if there are sufficient entries. Last year this was played under medal conditions, but I believe there is talk of making it a bogey competition this time, which will certainly attract more entries. It runs throughout the month which is always convenient, as one can take out a card at any time when nothing else is on, while the most ghastly failure in one attempt does not lessen the chance of putting in a good card the next time.

While on the question of cards, it is surprising how careless some people are in marking them and not checking them before making their return. Responsibility of course actually ends with the record of the correct score, and the plus, minus part is not especially important. All the same, one would think that a man would take very good care that his card was correct before putting it in, but I believe holes are often marked up wrong, though the tendency is to "fudge" against the player rather than in his favour. It seems rather a messy and unsatisfactory thing to finish a round and then not take the trouble to make quite certain of the final result, while naturally faulty cards increase the possibility of error in the rather wearisome job of checking them up later.

The Walker Cup match was a nasty shock to those who have become a little tired of seeing the Americans annex almost everything they enter for. The main amusement to be got from that match at this time of day is to be gained by reading the prognostications by golf writers in the home papers. They varied enormously from prophecies of glorious victory to the cheerful and thoroughly justified pessimism of Mr. Bernard Darwin. Then in the American Amateur Championship our players did rather surprisingly well, and Perkins justified the very fulsome things which have been said about his play until the final. One more win would have put him in the supreme position of being amateur champion of Britain and America in the same year. Unfortunately for Perkins, Bobby Jones is not only a better player than he is at his best, but Jones seems to make him play far below his best. In the Walker Cup singles Perkins was round in 18 to Jones' 70 and got beaten by 13 and 12. Now in the Championship final Jones has won by 10 and 9 with a score of one under 4's for the 27 holes played, while it is easier to count Perkins' score by "under 5's" than "over 4's". No one is likely to grumble very much at being beaten by Bobby Jones, but in such company it seems annoyingly unnecessary to beat oneself. As Lord Nelson said after his defeat at Trafalgar, way back in 1798, "this does seem a little unkind."

CORRESPONDENCE.

SPORTSMANSHIP.

(To the Editor of the "Hong Kong Daily Press.")

Sir,—Reading the baseball report by Mr. C. L. C. in your paper of Monday morning, I noticed that he took great pains to emphasize the sportsmanship of the Filipino Team in allowing the Americans to field three Junior Chinese players on Saturday. I thoroughly agree with Mr. C. L. C. that the Filipino side was exceedingly sporting on that particular day, but I think I have to remind him of that old saying we used to learn in school that, "one swallow does not make a summer."

My complaint is based on the fact, that on Sunday when the Club was again short of a player, the Filipinos blankly refused to allow them to play a Junior Chinese player as a substitute. Of course, after their decisive defeat on Saturday the Filipinos might not have been quite so confident of winning on Sunday, but why did they refuse if their motto is "Sportsmanship before Championship," as Mr. C. L. C. put it? I really fail to see the adequacy of his elaborate and imposing heading to that paragraph.

Another thing I wish to know is, how Mr. C. L. C. who is such a keen observer of those "regrettable incidents" could have ever overlooked that very "regrettable" one which occurred on Sunday, when an attempt was made to force the umpire to reverse his decision. I would leave it to Mr. C. L. C. to describe the nature and manner of that "regrettable incident" after I have reminded him of what he had let slip from his memory. At any rate, my opinion is that we have never felt more "regrettable" at any previous incident than that which happened on Sunday.

Hoping Mr. C. L. C. will enlighten me with some of his ideas of Sportsmanship in reply.—Yours regretfully,

"BROKEN HEARTED."

Hong Kong, September 17th.

WORK-SHY YOUTHS IN WALES.

LOAFING WHILE THE OLD MEN LABOUR.

ABERTILLERY, Monmouthshire. What is to be done for the youth in the mining areas of South Wales? This question is causing anxiety among responsible people in these areas.

There are more than 6,000 boys between the ages of 15 and 20 standing about at street corners because there is no work for them in the mines.

A colliery manager said: "The youth of South Wales is growing up soft and flabby, and with no desire to work. Many of them when they are offered work will not take it because they have been so long without it. While they are standing about doing nothing there are more than 6,000 men of 65 years of age and over working in the mines."

The Colliery Examiners' Association, which comprises the mine officials, have laid proposals before the Ministry of Mines and the Ministry of Labour that these old men should be taken from the pits and replaced by the young men.

NOISY PARISIAN MOTORISTS.

SUMMONSES FOR EARLY MORNING HOOTING.

Paris, August 19th.

In the last two days 147 summonses have been issued against taxicab drivers and private motorists for making unnecessary noise between 1 a.m. and 5 a.m.

Special squads of cyclist police have patrolled the streets, stopping cars the hooters of which were disturbing the rest of Parisians. In every instance the excessive use of the hooter was caused by the high speed at which the car was travelling.

The new regulation requires that between 1 a.m. and 5 a.m. all motorcars should be driven at such a speed as to render unnecessary any sound signal at turnings or crossroads. The use of horns and hooters is prohibited even on the main boulevards and av. axes.

It is stated at the prefecture of police that summonses will in future be issued against pedestrians who cross the road at points other than those fixed by police regulations.

CRICKET NOTES.

The cricket season is almost on us again and several of the more ardent spirits have already wiped the summer's oil from their bats and had a crack at the wicket. It is still, however, a bit too hot for that sort of thing even after 4 p.m., and most cricketers are more interested for the present in the proceedings of, and the questions raised at, the League Meeting on September 3rd.

First and foremost it is good to see the H.K.C.C. back again in the League fold. Their abstinence last year, owing to the triangular Interport and other reasons, robbed the 1st League of a lot of interest.

Congratulations to Lam, last year's University captain, on finding a way out of the impasse between the President and Vice-President of the League. That any Club should, against its will, be compelled to play two teams in the first division of the League was an obviously absurd situation, and the H.K.C.C. should this year have to enter both its first and its second team in the second division. Yet both these absurdities would have been effected had the old rules been left in force.

Lam's proposal carried the meeting by its reasonableness, and for the present no Club can be promoted without its own consent. I cannot agree with "Spectator" of the S.C.M.P. that this decision will merely induce the winners of the 2nd League to sit tight therein in the hopes of winning it again. Cricket is not that sort of game. And anyway what Club would in the Colony capable of fielding two teams both up to 1st League standard?

Another point at issue at the meeting was the question of playing home and away instead of single matches in the Leagues. The K.C.C. last season were perhaps a bit unlucky in having to play two of their stiffest matches, those against the C.S.C.C. and the University, on the small and tricky grounds of their opponents, and through only managing a draw in each case they lost the League. Still that is all in the run of the game. Had the University had to play their crucial match at Kowloon and lost it, the luck would have been theirs, even though the K.C.C. ground may provide a better test of cricket. Such luck, however, will hardly ever prevent the best team from coming out on top, and is no real excuse for swelling the number of league fixtures.

It is well known that quite a number of cricketers are dead against the League system and would much prefer to see nothing but friendly matches played. Certainly the friendly game is usually far more enjoyable than a league match, but the league develops greater keenness and efficiency especially in the field, and ensures that start on time and consequent possibility of a finish which a "friendly" often misses.

Admittedly the league programme could only be extended at the expense of friendlies, and that would be a grievous pity.

As regards prospects for the coming season, those of the University C.C. must from the very nature of the Club be exceedingly bright owing to the youth and enthusiasm of its members. After the examination finals in December I hear that A. A. Rumjahn and C. W. Lam are likely to go down, and while Barrow has gone already the Civil Service fold. To take Hong Kong's place behind the sticks there is, however, S. R. Kermani who is also a very sound bat, and with S. V. Gittins, E. A. Lee, A. P. Gutierrez, F. Zimmern and A. T. Lee, all certainties, and Drs. Laing and Samy able to turn out on most Saturdays, the team should be even stronger than last year's and give us all another object lesson in the value of team work and brilliant fielding.

Kowloon has lost Reynolds and Lyal, but Brace, Goodwin, the Fincher brothers, Jex and Ramsay make a formidable nucleus, and if the Club can rope in, as is hoped, one or two new and most promising young bowlers they should be very hard to beat. Brace has most unluckily torn the muscles of his right arm in a way that will prevent him bowling in the early part of the season, but may fortunately not affect his batting powers.

The H.K.C.C. will have Pearce back by the end of the year, and if Hancock turns out regularly they should have with Hayward, Quick, Owen Hughes and Mitchell a very strong batting side. Bowker's knee appears not to be too sound, but if it holds out, he and Wales are capable of running through any local side, and I cannot see any other team in the League that is so likely to win the shield.

The C.S.C.C. will again have to rely chiefly on their old band of stalwarts, Beyer, de Borne, A. E. Wood, Ling and Gifford, but they will find it very difficult to get the other fellows out at any rate until

(Continued at foot of next column.)

BASEBALL.

CHAMPIONSHIP MATCH.

The baseball match between the Filipinos and the South China Dragons to decide the championship of the Senior Division of the Baseball League will be played at Happy Valley at 5 p.m. to-morrow.

GIRL CONVICT WHO ESCAPED.

SHOCK FOR PRISON M.O.'S SERVANT.

SLIPS THROUGH THE SCULLERY.

Winchester, August 22nd.

Molly West, the 18-years-old Camden Town, N.W., waitress who escaped at Winchester railway station while being taken from Portsmouth to Winchester Prison yesterday, was still at large to-night.

Various stories are in circulation as to her hiding-place. One is, that she was seen on the Southampton road the other side of Otterbourne at 6.30 this morning, and there is also said to have been a sighting to Southampton; and there is another story that she was in the West End of Winchester this morning begging from door to door.

There is a belief here that she has never left Winchester by the fact that all roads out of the city are being watched by the police.

After she had eluded the matron in whose custody she was, by jumping into a motor delivery van, she disappeared into a labyrinth of back streets.

About 4 o'clock yesterday afternoon a girl answering her description made a dramatic appearance at the residence of Dr. Richards, M.O. at Winchester Prison, at Thomas-street.

Miss Dudman, cook to Dr. Richards, said:

"A girl rushed through the open door into the yard, looked around wildly, rushed up some stairs into another yard, darted into a small out-place, out again across the yard, up the steps, and into the scullery."

The parlourmaid was ironing in the kitchen at the time. She was considerably startled to see a dishevelled, panting girl with her hat in her hand, in the house.

"What has happened?" inquired the parlourmaid. "Hide me; hide me. There's a man after me," panted the girl.

"Hide me quick, quick," opened the parlourmaid, opened the front door. As she did so the girl darted through, and ran as hard as she could along St. Thomas's street towards the High-street and disappeared.

"BIG BILL THOMPSON."

LIKE A PRICKED BALLOON.

New York. "Big Bill Thompson's stock" is about as low as his critics prophesied that it would shortly be, says a copy to hand of the London Observer.

During our journey he talked to me on a variety of subjects, ranging from boxing to the necessity of cementing the best possible feeling between Britain and the United States. (Continued on next column.)

For some time Thompson has been to all intents hiding away. He and his close associates still have to find the money assessed against them in a recent trial. Much is at stake, and Thompson, with nothing ahead of him if he is forced out, may make another break for power and pelf, but it looks as if King George will outlast him by many years.

Reed, Evans and "R. Abbit" return from leave. It is a pity that apart from Hawkins and Barrow, hardly any of the younger Civil Servants seem to take much interest in cricket.

Of the prospects of the other teams in the 1st League little can be said at present except that they will probably be well up to their average strength.

L. EVERET.

TUNNEY'S TOUR OF TRIUMPH.

GREAT WELCOME IN DUBLIN.

LONGING FOR A REST NEAR LONDON.

DUBLIN, August 23rd. The most popular and sought-after man in Ireland to-night is Gene Tunney, write the Daily Mail correspondent.

He is regarded already as more Irish than the Irish, and it is not an exaggeration to describe him as a "new uncrowned king of this country."

I was his sole companion on the journey from London, and at every stopping from there to Holyhead, my carriage was besieged, especially by women and autograph-hunters. There were hundreds of cheering people at Holyhead, but at Kingstown there were thousands.

Tunney was received by a deputation representing all shades of opinion in the Free State, the best-known members being Mr. John McCormack, the singer, and Colonel Fitzmaurice, the Atlantic flyer.

Tunney's road journey to Dublin was a veritable triumph. There was a band of pipers, dozens of decorated motor-cars, and crowds all the way who cheered frantically.

In response to his desire, every effort was made to keep secret the time of his arrival, but despite this Sackville-street, especially near the Gresham Hotel, was black with excited people.

Ten minutes after reaching the hotel Tunney received a message from Mr. Cosgrave asking him to call to be officially welcomed by the Government. This he did without delay.

To-night he is being entertained at dinner by a committee representing politics, business, and sport, and to-morrow (Friday), after lunching with Mr. John McCormack, he will visit the Tailteann games. On Saturday afternoon he will present the prizes at the games.

On Sunday he will probably return to London, where he will stay at least ten days. He has decided to postpone a visit to his parents' birthplace in County Mayo until his mother arrives from New York next month.

He does not know for certain whether he has any relatives in Ireland, but already several have claimed distant relationship, the first being a Roman Catholic priest from Brussels he met on the train.

During our journey he talked to me on a variety of subjects, ranging from boxing to the necessity of cementing the best possible feeling between Britain and the United States. (Continued on next column.)

RISKS RUN BY FOOTBALL CLUBS.

MISTAKES AT LEEDS AND MANCHESTER.

SHEFFIELD'S NEEDS.

(By ARBITER.)

Despite all the commendation which is passed on Second Division football, it is usually a hard struggle for a team who go up to the senior competition to maintain their new status.

Both Manchester City and Leeds United have experienced the difference in class of play in the two sections, and so should realise the dangers. But they have taken no safeguards. In each case the men who gained promotion are to be relied upon. It is a mistake.

Though they finished at the top of their group last season, Manchester City were not a pleasing team, and though an outlay of about £14,000 on new players in the closing weeks served its purpose, the football of the side remained undistinguished.

To do well in their new class Manchester City will have to aspire to a higher standard of play, and I am doubtful whether they have the men to attain it. There is strong hope of this developing as a successful centre forward, but he is young and likely to require time to acquire experience.

Leeds' Best Hope.

Leeds United's best hope must be that they will begin the new season as they finished the old. In these circumstances they will have Keefley at centre forward. Should he succeed I do not think Jennings will be content to remain in the reserves, and the club may be compelled to accept one of the many applications they have received for his transfer. Townsley, I take it, (Continued on next column.)

The "Horizontal Glass."

His laugh came when an autograph fiend told him he intended to place his signature in a frame with that of Joe Beckett. "Does that mean," he asked, "that you are placing me in the horizontal class, too?"

Later he showed me his passport and gleefully pointed out that his occupation is given as "retired."

He has had absolutely no chance thus far of viewing anything save the enthusiasts who surround him, but just before he left to see Mr. Cosgrave, he once more whispered to me that he will be mightily glad when this hero-worship is all over.

He is suffering a little from lack of sleep due to his own excitement, but his great anxiety now is for the day to arrive when he will be able to retire to the quiet place quite near London which has been prepared for him. The one topic he will not discuss except with his very intimate friends in his forthcoming marriage, but it is a fact that questions about this are invariably the first put to him.

LADIES' RECREATION CLUB.

AMERICAN TENNIS TOURNAMENT POSTPONED.

Owing to the annual "At Home" of the Chinese Recreation Club at which the "Winner of the League" play "The Rest," on September 2nd, the American Tournament arranged for that date at this Club has been postponed until Saturday, October 6th, at 2.30 p.m.

will continue at back, and his conversion from a half back was a big factor in the side's success.

Few of the First Division clubs have done much to improve their prospects, and some of them are running serious risks. Sheffield Wednesday brought off a hundred to one chance in escaping relegation, and even when they were winning matches after match in their glorious sport it could not be pretended that they were anything but a commonplace side. Their amazing success was due to a wonderful team spirit rather than a real football craft, and unless they can capture it again—which is very doubtful—they will quickly be in trouble. Kean has vowed that he will not kick a ball again for the Wednesday, and apparently there is no hope of his differences with the Club being settled. As I see the Wednesday, while they may play hard, they are not clever enough.

Unconvincing Sides.

Sheffield United, too, do not stand in a very favourable position. They require a back of a bold and forceful type and an inside forward as well, unless Blair reveals the form a player of his capabilities should do. Just as at Tottenham, Blair has been a big disappointment at Bramall-lane. He has been best when in an emergency he has been placed at left half. Is not the experiment of keeping him there and moving Green to back worth trying? Manchester United are another side who, I am afraid, will muddle along in an unconvincing way. They have got Spencer to take Barton's place at centre-half, but the urgent need is for forwards. Rawlings was obtained towards the end of last season, but the best will not be got out of the old Southampton centre forward unless he is given adequate support.

As usual, West Ham have secured several new players without paying more than a few hundred pounds for them, and it will be exceptional if they do not do fairly well. But one wishes that they were a little more ambitious. With enterprise they might make even more money.

The side is likely to be much the same as last season, with the same doubt as to whether to play Watson or Vivian Gibbins at centre forward existing. The professional should never be out of the middle, and the club have not a better inside left than Gibbins, if Ruffell and other members of the side will realise it and give him the chance to prove it.—Daily Mail.

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Pres. Madison	... Oct. 9th, 6 p.m.	Pres. McKinley	... Nov. 6th, 6 p.m.
Pres. Pierce	... Oct. 13th, 6 p.m.	Pres. Jefferson	... Nov. 10th, 6 p.m.

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HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Sept. 17th.

Previous Day at 2 p.m.

On Date at 2 p.m.

Barometer... 29.70

Thermometer... 86

Humidity... 53

Wind... NNE

Direction... NNE

Force... 0

Weather... 0

Rain... 0.00

Highest open-air Temperature, 18th: 86

Lowest open-air Temperature, 17th: 75

B=Blue sky; C=Cloud; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From September 18th to 24th, 1928.

High Water

Low Water

Day of Week

Date

Time

Height

Day of Week

Date

Time

Height

Day of Week

Date

Time

Height

A SHIPPING SILVER JUBILEE.

JAVA-CHINA-JAPAN LIJN "AT HOME"

PRESENTATION TO LOCAL MANAGER.

Yesterday being the 25th anniversary of the foundation of the Java-China-Japan Lijn, an "At Home" was held during the morning in the Hong Kong Office of the Company, York Building.

A very large number of friends were present including representatives of the Hong Kong Government and the British Navy, Dutch residents, business friends of the Company and the officers of the Company's ships then in harbour.

The room was tastefully decorated with flags and with the many baskets of flowers which had been sent by friends of the Line, and refreshments were served to the guests.

Consul's Good Wishes.

Mr. M. J. Quist, Consul-General for the Netherlands, proposed the toast of the continued success of the Company. Mr. Quist said:—

Mr. de Bruijn, Gentlemen—I am certain that we all present have accepted, with great pleasure, the invitation of the Java-China-Japan Line to be present at the celebration of the 25th anniversary of its existence. We, your guests, offer you our warmest congratulations for the Company's continued good fortune. It is not for me, being the Consul, to give a eulogy to all present on the J.C.J.L., but I may say that to her applies the adage "Good wine needs no bush."

Out of small beginnings, three small type vessels only, has budded forth a fleet of eighteen steamers, some of considerable capacity. As everybody knows, they are freighters with excellent passenger accommodation. They form a permanent connecting link between Java, Hong Kong, China and Japan and lately some of the vessels also regularly call at Manila.

Former Officials Recalled.

In order to grow, to develop, to extend and to attain its present position much hard work was necessary. Mr. Roosegaarde-Bischoff, the now Managing Director of the Company, was the first head agent of the Line in Hong Kong and it is largely due to his initiative and endeavours that the Company developed so splendidly. For him, to-day marks also his silver jubilee. Perhaps I may also put in here a kind reference to Mr. Sum Pak Ming, the Chinese passenger agent of the J.C.J.L., who has under all circumstances promoted the interests of the Company. He also celebrates his silver jubilee with the Company. Allow me, gentlemen, to finish up or nearly finish up with a kind thought of the former agent of the Java Line, Mr. Quarles van Ufford, who has left the Company in order to accept a still better position in the shipping world. Whilst thanking the Agent for his kind reception, I would request you all to drink to the prosperity of the J.C.J.L.

Tribute To British Authorities.

Mr. de Bruijn, the manager, replied, thanking all those present for their attendance, said he wished to draw attention to the satisfying co-operation of the British authorities. The men who were on the spot were all capable and their work contributed greatly to the cementing of Anglo-Dutch friendship.

The toast of continued good relationship between the nations was then drunk with acclamation.

Presentation To Mr. de Bruijn.

A handsome silver mounted desk set, consisting of blotter, ink well, pen and tray was presented to Mr. de Bruijn, manager of the J.C.J.L., by the members of the Dutch community. Mr. O. Steenstra, of the Dutch Bank, in making the presentation said in a happy little speech that he hoped the gift would be used for signing many more bills of lading. Mr. de Bruijn replied suitably.

The Guests.

Among those present were: Commodore J. L. Pearson, C.M.G., R.N. (in charge Naval establishments and staff, Hong Kong), the Hon. Sir Shou-son Chow, the Hon. Dr. R. H. Kotevali, C.M.G., LL.D., the Hon. Mr. C. G. S. Mackie, Mr. M. J. Quist (Consul-General for the Netherlands), Sir Robert Ho Tung, Lieut.-Col. F. Hayley Bell, D.S.O. (Commissioner, Chinese Maritime Customs, Kowloon and district), Comdr. R. D. Binney, H.M.S. *Tamar*, Mr. O. Steenstra (Netherlands Trading Society), Mr. C. Stijger (Netherlands-Indian-Commercial Bank), Mr. O. Van Dorssen (Netherlands Harbour Works), Mr. Van der Steen, Mr. F. Labeur (Holland-China Trading Co.), Mr. Sum Pak Ming, Mr. K. E. Greig (Taikoo Dockyard and Engineering Co. of Hong Kong, Ltd.), Mr. Li Yau Tsun (Chairman, Hong Kong Chinese General Chamber of Commerce), Mr. H. B. L. Dowbiggin, Mr. E. Grimble, Mr. Kwok Siu Lau, Mr. D. E. King, Dr. F. Pierce-Grove, Mr. H. L. Denny, Jr., Mr. J. Oram, Sheppard, Mr. J. J. T. Blydenstein (one of the leading bankers of Holland).

The Hotel Savoy was responsible for the catering.

PROFIT AT COST OF SAFETY.

OVERLOADED SHIPS.

NEW REGULATIONS NOT YET READY.

Urgent new regulations to prevent the overloading of ships are delayed pending an inquiry into the Board of Trade proposals by the Chamber of Shipping.

This body, representing British shipowners, received the proposals from the Mercantile Marine Department of the Board, early in July, and has appointed a special committee to consider them.

As this committee does not propose to sit again until October there will have been more than three months' delay before further official action can be taken in a matter of great importance to the safety of life at sea.

Every British ship carries a mark known as the Plimsoll line, which shows the maximum depth to which it may safely be loaded. All the other maritime countries, except the United States, Spain, and Greece, have since adopted similar regulations, but in no other country does it appear that they are so well enforced as in Great Britain.

Captains Tempted.

Following the loss in the Atlantic on October 22nd, 1926, of the *Eastway*, found to be 13 inches over-loaded, the Board of Trade made an exhaustive inquiry, on which the report sent to the Chamber of Shipping was founded.

A summary of that report, published in *The Daily Mail* on July 9th, showed that overloading was common in many foreign ports, notably those on the American coast, the Mexican Gulf, and in the River Plate. The British Consul at Norfolk, Virginia, from which the *Eastway* sailed, reported that probably half the ships leaving that port are over-loaded.

Since then further evidence has been accumulating. A report alleging overloading in the port of Liverpool, sent to the Board by Mr. Jack Hayes, M.P., is under consideration. The report of the Board of Trade expressed the opinion that overloading was in most cases due to the temptation of ship captains by owners and charterers, who hoped in this way to make extra profit at the expense of safety. Such owners and charterers are rarely of British nationality.

Action Delayed.

At the suggestion of representative shipowners the Board proposes that the law shall be altered to make the loss of his master's ticket the punishment for a captain who permits overloading, instead of the present penalty of a fine of £100. (Continued on next column).

TWICE RESCUED AT SEA.

A NEURASTHENIC PASSENGER.

Captain Redhead, of the P. & O. steamer *Rawalpindi*, reported, on arrival at Marseilles that when the ship was approaching Aden a second-class passenger jumped overboard. His wife missed him, and, finding that he was not in his cabin, told the captain at 4.43 p.m., stating that she had heard a splash ten minutes before. The captain turned the ship round and increased speed, and at 4 o'clock the man was sighted. The ship was stopped, a boat lowered, and the man rescued. He was almost exhausted, but under medical treatment soon became normal.

The man was placed in the isolation ward, with a steward to watch him, but the same night he overpowered his guard and was again reported overboard. Boats were lowered, and he was again rescued, this time quite unconscious. He was again placed under guard and secured to his bed. The passenger's wife stated that he had suffered from neurasthenia in India and was on his way home on that account.

SHIP OF DEATH.

SEVEN STOWAWAYS ASPHYXIIATED.

BALTIMORE. Seven stowaways on board the American steamer *Steel Incisor*, from South America, were asphyxiated as a result of fumigation, and several others were taken to hospital in a serious condition, when the vessel arrived here.

Fumigation was necessary because yellow fever was raging in some ports from which the vessel had arrived. The sailors were all warned off, but no one knew of the presence of 16 stowaways who were endeavouring to enter the United States.

After the fumigation had been completed an inspection revealed the dead and unconscious stowaways in various cramped positions in the hold of the vessel, when they had tried to escape the fumes.

Deuter.

Proposals for an international conference on the whole subject of the enforcement of load-line regulations were also in the Board's report. Here again further action is delayed pending the comments of the Chamber of Shipping.

An international conference is to take place next April on regulations for the safety of life in passenger ships. If the Chamber can expedite its report on load-line regulations it may be possible to issue a report on this matter also in time for action at the conference.

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M.V. "REMO"	... Sails hence on/about 18th Sept.
M.V. "VIMINALE"	... Sails hence on/about 11th Oct.
M.V. "ESQUILINO"	... Sails hence on/about 8th Nov.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA"	... Sails hence on/about 21st Sept.
M.V. "REMO"	... Sails hence on/about 16th Oct.
M.V. "VIMINALE"	... Sails hence on/about 13th Nov.

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REGULAR FORTNIGHTLY SERVICE FROM HONG KONG TO MANILA

SOUTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISONDARI	—	In Harbour	18th Sept. 4 p.m.	BATAVIA
TJITAROEM	DALRY, AMOT	24th Sept.	28th Sept. 4 p.m.	MAKASSAR & SOERABAYA
TJIKEMBANG	S'RAL, K'LONG, & AMOT	30th Sept.	3rd Oct. 4 p.m.	BATAVIA
TJILEBOET	DALRY, AMOT	8th Oct.	10th Oct. 4 p.m.	MAKASSAR & SOERABAYA
TJIKARANG	S'RAL, K'LONG, & AMOT	15th Oct.	17th Oct. 4 p.m.	BATAVIA

NORTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKINI	JAVA, MAKASSAR	21st Sept.	24th Sept.	AMOT, N. CHINA
TJIKARANG	BATAVIA	28th Sept.	29th Sept.	AMOT, SHANGHAI, KEELUNG
TJIMANOEK	JAVA, MAKASSAR	5th Oct.	8th Oct.	AMOT, N. CHINA
TJISAROE	BATAVIA	10th Oct.	13th Oct.	AMOT, SHANGHAI, KEELUNG

TO MANILA.

STEAMERS	FROM HONG KONG	AT MANILA
TJITAROEM	26th September, 4 p.m.	29th September
TJILEBOET	8th October, 4 p.m.	11th October

EXCURSIONS TO JAVA

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OUTWARD.

Sailings from Europe for Shanghai and Northern Ports:—

M.V. "ERMLAND"	... due here on or about the 30th Sept.
M.V. "BURGENLAND"	... due here on or about the 11th Oct.
M.V. "RUHR"	... due here on or about the 28th Oct.
M.V. "SACHSEN"	... due here on or about the 11th Nov.
M.V. "DUISBURG"	... due here on or about the 23rd Nov.

HOMEWARD.

Sailings for Genoa, Rotterdam and Hamburg via Manila, Singapore, Colombo & Port Said:—

M.V. "RHEINLAND"	... sailing from here on or about the 18th Sept.
S.S. "CARL LEGIEN"	... sailing from here on or about the 11th Oct.
M.V. "LEYBUSEN"	... sailing from here on or about the 16th Oct.
M.V. "ERMLAND"	... sailing from here on or about the 30th Oct.
M.V. "BURGENLAND"	... sailing from here on or about the 13th Nov.
M.V. "RUHR"	... sailing from here on or about the 27th Nov.

For Freight, Passage and further Particulars please apply to

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Tel. C. 2225.

Tel. C. 4754.

CHINA NAVIGATION COMPANY, LIMITED.

AMOT, SHANGHAI & TIENTSIN	"SUIYANG"	On 19th Sept.	5 a.m.
BANGKOK	"KIUNGCHOW"	On 19th Sept.	4 p.m.
SHANGHAI	"YUNNAN"	On 19th Sept.	6 p.m.
WEIHAIWEI, CHEFOO & DALNY	"CHANGHOU"	On 20th Sept.	2 p.m.
SHANGHAI	"LINAN"	On 20th Sept.	2 p.m.
AMOT, SWATOW, S'PORE & BANGKOK	"KWANGTUNG"	On 22nd Sept.	3 p.m.
SHANGHAI & TIENTSIN	"SHANTUNG"	On 23rd Sept.	5 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 23rd Sept.	2 p.m.
SHANGHAI, NEWCHOW & DALNY	"LIANGCHOW"	On 24th Sept.	2 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 25th Sept.	4 p.m.
AMOT, SHANGHAI & TIENTSIN	"SINKIANG"	On 26th Sept.	5 a.m.
SHANGHAI	"HUPH"	On 26th Sept.	6 p.m.
HONGKONG, PAKHOI & HAIPHONG	"TEAN"	On 27th Sept.	10 a.m.
SHANGHAI	"CHENAN"	On 27th Sept.	6 p.m.
SWATOW & BANGKOK	"KAYING"	On 30th Sept.	2 p.m.
AMOT, SWATOW & SINGAPORE	"ANTUNG"	On 1st Oct.	6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 4th Oct.	4 p.m.

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Excellent & Most Up-to-date First & Second Cabin Passenger Accommodation
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STEAMERS	Days Home Koro	Days to Sail
CHANGTE	10th October	16th October
TAIPING	13th November	13th November
CHANGTE	7th December	14th December
TAIPING	4th January, 1929	11th January, 1929

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Sailings from Hongkong.

S.S. "PHEMIUS"	Via Suez Canal	27th September
S.S. "CITY OF WELLINGTON"	Via Suez Canal	5th October
S.S. "AGAPENOR"	Via Suez Canal	17th October
S.S. "CITY OF KHIOS"	Via Suez Canal	26th October
S.S. "PYRKHUS"	Via Suez Canal	18th November
S.S. "CITY OF PERTE"	Via Suez Canal	30th November

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ATHOS II ... 25th Sept.	SPHINX ... 25th Sept.
D'ARTAGNAN ... 9th Oct.	G. METZINGER ... 9th Oct.
SPHINX ... 23rd Oct.	PAUL LECAT ... 23rd Oct.
G. METZINGER ... 6th Nov.	ANDRE LEBON ... 7th Nov.
PAUL LECAT ... 20th Nov.	CHENONORCAUX ... 21st Nov.
ANDRE LEBON ... 4th Dec.	PORTHOS ... 5th Dec.
CHENONORCAUX ... 18th Dec.	D'ARTAGNAN ... 19th Dec.
PORTHOS ... 1st Jan., 1929	ATHOS II ... 16th Jan., 1929

We can issue Through Tickets to Egypt, Suez, Port-Said, East Africa, Madagascar by Transhipment on our Mail Steamers at Port-Said, or DUNKIRK.
For DUNKIRK via Port-Said, OLAN, CASSABLANCA, HAMBURG, ROTTERDAM, (ANTWERP).
S.S. "YANG-TSE" ... 30th September.

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Shipping News Arrivals and Departures, etc.

ARRIVALS.

September 18th.

Clara Jensen, Danish str., 1,165 tons, Capt. T. Davidson, from Saigon, which port she left on September 12th, with a cargo of coal, lying at buoy No. C43—Chan Tong Ha.

Hirundo, Norwegian str., 1,165 tons, Capt. J. H. Pedersen, from Bangkok and Swatow, with rice and general cargo, lying at buoy No. C39—Thoresen & Co.

New Mathilde, British str., 842 tons, Capt. E. G. Rapley, from Haiphong and Hoihow, with general cargo and coal, lying at buoy No. C44—Yik Tai S.S. Co.

Patrolus, British str., 8,910 tons, Capt. Geo. T. Clark, from Liverpool, via Port Said and Singapore. The first mentioned port she left on August 18th, with 1,500 tons of general cargo, lying at Holt's Wharf.—B. & S.

Song Bu, French str., 730 tons, Capt. J. Bounamour, from Canton, with a general cargo, lying at buoy No. C40—M.M.

September 17th.

Hakata Maru, Japanese str., 3,752 tons, Capt. N. Wada, from Buenos Aires and Singapore. The latter port she left on September 12th, with a general cargo, lying at buoy No. A23—Doddwell & Co.

Skule, Norwegian str., 1,161 tons, Capt. Rosing, from Bangkok, which port she left on September 12th, with a general cargo, lying at buoy No. O15—Kwang Mei Seng.

Suiyang, British str., 1,564 tons, Capt. L. Jenkins, from Canton, with a general cargo, lying at buoy No. B9—B. & S.

Yunnan, British str., 1,906 tons, Capt. W. E. Peplow, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.

CLEARANCES.

September 17th.

Amur Maru, for Keelung.
Bintang, for Swatow.
Chengkai, for Shanghai.
Daviken, for Swatow.
Dorry, for Macao.
Hakata Maru, for Kobe.
Hydrangea, for Swatow.
Kwongko, for Canton.
Lompoe, for Tarakan.
New Mathilde, for Whampoa.
Patrolus, for Shanghai.
President Jefferson, for Shanghai.
Remo, for Takao.
Shimo Maru, for Shanghai.
Shu Hing, for Macao.
Song Bo, for Kwang Chow Wan.
Tai Poo Set, for Kwang Chow Wan.
Tak Hing, for Antau.
Yunnan, for Canton.

PASSENGERS.

Arrivals.

The following passengers arrived here on September 18th from Liverpool and ports by the a.s. *Patrolus*:—Mrs. B. Baillie, the Misses B. and M. Baillie, Wm. I. Carson, E. W. Carter, A. Chittenden, Mrs. D. M. Chittenden, B. C. Day, Mrs. A. G. Day, R. S. Elliott, A. C. Finney, F. A. Firth, Miss Doris Foulds, J. Gibson, Mrs. G. L. Hinds, B. R. B. Jones, Mrs. F. M. Lloyd, Miss J. McConnell, Mrs. C. J. W. Parker, H. S. Roger, Mrs. I. W. Roger, Mrs. M. I. Struthers, Wm. A. Watson, Master A. Coghill, J. A. Dawson, H. Gild, Khoo Boo Gay, Miss Mary McGinley, Henry Teale, Mrs. M. A. Teale, Miss P. I. Teale, and Major E. G. Miles.

The following passengers arrived here yesterday by the a.s. *President Jefferson*, from Manila:—Rev. J. E. Bartholo, Mr. E. Balcos, Mr. Chiong Kook Hing, Mr. Chow Lim, Mr. Y. Y. Chamberlain, Master Chan Kim Hua, Master Chan Kim Hah, Mr. M. A. Cuevas, Mr. J. D. R. Y. Danque, Mr. A. D. Mundo, Mr. C. Dolamal, Mrs. P. Evangelista, Mr. C. Enrique, Mrs. Jose Flores, Mr. F. W. Gibbons, Mrs. Fe Lopez, Miss Y. Lopez, Mr. C. Mejia, Mr. Ng Guan Mao, Mr. and Mrs. L. Ocampo, Mr. and Mrs. C. Orvis and two children, Mr. M. C. Reid, Mr. Shum Nun Chi, Rev. and Mrs. A. Swann, Mr. and Mrs. G. Simson, Mr. Tan Siong, Mr. Tan Kian Tian, Mr. Zap Sioco, Mr. Yu Eng Poh, Mr. Yu Tio Kum, Mr. Yu Tong San, Mr. Yu Po To, Mr. Yu Tio Seng, Mr. A. E. Yusingco, Mr. E. Zabat. Among passengers passing through Hong Kong were: Mr. J. E. M. Bland, Mr. Chiang Siu Chos, Mr. Henry R. Cooper, Mr. H. C. Euyang, Mr. and Mrs. Arthur Hogan, Mr. R. J. Harrison, Mr. Ngo Yin Woon, Lt.-Col. C. H. Patterson, for Shanghai; Mr. Chas. Fisher, Mr. A. L. Rae, Mr. See Teck Choo, for Kobe; Dr. and Mrs. W. J. Lewis, for Yokohama; Mr. V. Cabrera, Mr. A. do Campo, Major and Mrs. J. P. Wilcox and Master Julian Wilcox, for Seattle.

THREE NOTED LINER CAPTAINS.

"CONWAY" BOYS WHO BECAME KING'S A.D.C.'s

Captain Sir Arthur H. Rostron, K.B.E., R.D., R.N.R., was recently made Commodore in the Cunard Line and is now commanding R.M.S. *Berengaria*.

Captain W. Marshall, C.B., D.S.O. (with Bar), R.D., R.N.R., Commodore (2nd class) is now commanding R.M.S. *Olympic*.

Captain H. J. Haddock, C.B., R.D., R.N.R., Commodore (2nd class) recently retired as Commodore of the White Star Line and captain of the R.M.S. *Olympic*. It is noteworthy that all three in turn have had the honour to be A.D.C. to the King and Commodore Haddock was the first officer of the Mercantile Marine to have that honour. It will be interesting to know that all three received their early training on board H.M.S. *Conway*, cadet ship.

THE "EMPRESS OF FRANCE."

REPLACING "EMPRESS OF CANADA" IN PACIFIC.
SHIP WITH A FINE WAR RECORD.

In the announcement of the Canadian Pacific Steamships that the *Empress of France* is to replace the *Empress of Canada* on the Pacific while the latter is re-engining, it is fitting to remember the extensive and honourable record of the *Empress of France* during the Great War when she acted as flagship of the 10th Cruiser Squadron and at the close of her career as an armed cruiser, was paid a memorable tribute by the First Lord of the Admiralty, Sir Eric Geddes. She has twice had the honour of conveying H.R.H. the Prince of Wales to Canada, and she holds the record for making the fastest passage between Liverpool and Quebec, the time being 5 days, 22 hours, 38 minutes.

The exchange of these ships takes place November 23rd when both vessels leave Hong Kong, the *Empress of France* taking up the regular Pacific Schedule, and the *Empress of Canada* proceeding via Suez to Plymouth which she reaches December 24th.

The sailing of the *Empress of Canada* provides an unusual opportunity for passengers wishing to proceed to England as the *Empress* are noted for their comfort and service and as will be observed, passengers will be landed in time to enjoy the Christmas and New Year festivities at home.

SHIPPING MOVEMENTS.

The P. & O. Co.'s a.s. *Mirapore* left Singapore for Hong Kong on the 11th inst. at 4 p.m., with the mails, and is due here to-day (Tuesday) about daylight.

The R.M.S. *Empress of Asia* arrived at Nagasaki yesterday morning, left in the afternoon, and is due at Kobe to-day (Tuesday) at 9 p.m.

The Ben Line a.s. *Benavon*, from Leith, Middlesbrough, Antwerp, London, Straits and Philippines, is due to arrive here on the 23rd inst.

COMPREHENSIVE AND COMPLETE REPORT

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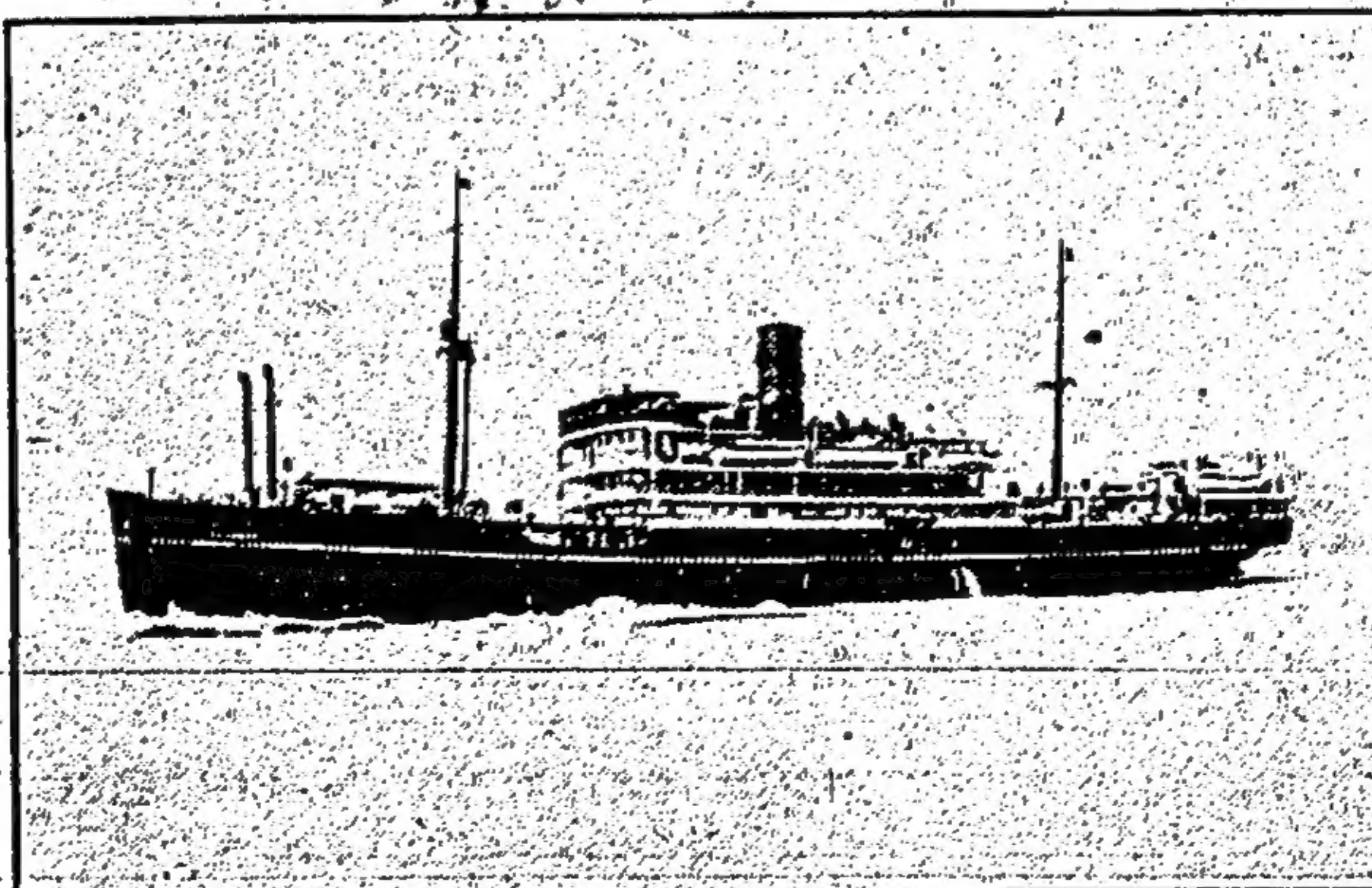
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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG" "FOOSHING" "CHAKSANG" "YATSHING"	Wed., 19th Sept., at Noon Sun., 23rd Sept., at Noon Wed., 26th Sept., at Noon Sun., 30th Sept., at Noon
OSAKA via AMOY, S'HAL, MOJI & KOBE	"HOSANG"	Fri., 21st Sept., at 7 a.m.
OSAKA via AMOY, MOJI & KOBE	"KUTSANG"	Wed., 26th Sept., at 7 a.m.
CANTON	"FOOSHING"	Tues., 18th Sept., at 8 p.m.
STRAITS & CALCUTTA	"YUENSANG"	Thurs., 20th Sept., at 3 p.m.
TIENTSIN	"CHEONGSHING"	Fri., 28th Sept., at 5 p.m.
SANDAKAN	"MAUSANG" "HINSANG"	Thurs., 20th Sept., at 3 p.m. Thurs., 27th Sept., at 3 p.m.

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GENERAL MANAGERS
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GLEN LINE.

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To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO

Motor Vessel "GLENAMOY"	(via Olan)	22nd Sept.
Motor Vessel "GLENAPP"	(via Olan)	31st Oct.
Motor Vessel "GLENSHIEL"	(via Olan)	16th Nov.
Motor Vessel "GLENBEG"	(via Olan)	14th Dec.

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENARA"	27th Sept.
Motor Vessel "GLENSHIEL"	31st Sept.
Steamship "OARNABYONSHIRE"	14th Oct.
Motor Vessel "GLENBEG"	28th Oct.
Steamship "PEMBROKESHIRE"	18th Nov.

For Freight, Passage and further Particulars, apply to

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AGENTS: THE GLEN LINE, LTD.



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Cabin class ... £73. Intermediate class ... £48.

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NEXT SAILINGS TO EUROPE:—

Pass.	S.S. "TRIER"	departure 20th Sept.
Freight	S.S. "Schlesien"	departure 10th Oct.
Pass.	S.S. "DEFFLINGER"	departure 20th Oct.
Freight	S.S. "Dessau"	departure 6th Nov.
Pass.	S.S. "SAARBRUECKEN"	departure 17th Nov.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

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Cabin class ... £75.00. Intermediate class ... £45.00.

Pass.	S.S. "DEFFLINGER"	due here 22nd Sept.
Freight	M.S. "Trave"	due here 14th Oct.
Pass.	S.S. "SAARBRUECKEN"	due here 21st Oct.
Freight	S.S. "Platz"	due here 7th Nov.
Pass.	S.S. "COBLENZ"	due here 19th Nov.

MELCHERS & CO.,

AGENTS, HONG KONG.

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HONG KONG & SOUTH CHINA COAST PORT SERVICE.

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AND RETURN

(Occupying 8 to 9 Days)

HAICHING	Tuesday	the 18th Sept., at 3 p.m.
HALVARD	Friday	the 21st Sept., at 12 Noon
HAINING	Tuesday	the 25th Sept., at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Fochow (Pagoda Anchorage) or vice-versa, and Return by the same Steamer at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

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DOUGLAS LAFRAIK & CO.,
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